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FOR-HIRE MOTOR CARRIERS HAULING EXEMPT AGRICULTURAL COMMODITIES...

nature and extent of operations

MARKETING RESEARCH REPORT NO. 585

PREFACE

Relatively little is known about the operations of for-hire motor carriers who are exempt from economic regulation by the Interstate Commerce Commission. This study was designed to show how they function in regard to transporting agricultural commodities.

The research was divided into two parts. The first part dealing with hauling exempt agricultural commodities from the broker's angle was published under the title The Role of Truck Brokers in the Movement of Exempt Agricultural Commodities (Marketing Research Report No. 525, issued February 1962).

This is the second part. It deals with the size of the exempt motor carriers, the length of time in business, the type of equipment operated, the amount and type of commodities hauled, and the origins and destinations of the hauls.

Plans for the project were discussed with the U. S. Department of Agriculture's Transportation Advisory Committee. That Committee urged the Department to make the survey.

Cooperation of many truckers located in every State in the United States made this study possible.

T. Q. Hutchinson of the Economic Research Service assisted in preparation of the mailing list used as a basis for this study.

Washington, D. C.

January 1963

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SUMMARY

In 1960, the 1,514 exempt for-hire truckers in the study moved 9.2 million tons of exempt commodities--the equivalent of 574,000 truckloads--and accumulated 278 million miles in these operations, some of which were nationwide. These truckers represented a 27 percent return of mail questionnaires sent to 5,584 firms drawn by random sample from a listing of 27,920 names.

A substantial degree of stability in the 1,514 firms as measured by length of time in business is indicated by replies from the participating firms. Over three-fourths of these truckers had been in business 5 years or more, nearly 60 percent 10 years or more, and 40 percent 15 years or more. Inasmuch as an up-to-date mailing list was not available, the firms participating in the survey were probably the more successful ones and, therefore, might not be entirely representative of the length of time in business for all firms in the industry.

The respondents in the survey were predominantly small trucking firms, but there were some firms which operated a fairly large number of vehicles. For example, 50 of the largest companies operated an average of 20 tractor and semitrailer combinations.

The total equipment operated by the 1,514 firms included about 1,800 straight trucks, 3,400 truck tractors, and about the same number of semitrailers as tractors; average per firm was 1.2 straight trucks, 2.2 tractors, and 2.2 semitrailers.

Grain and livestock provided the greatest amount of tonnage hauled, 4.5 million tons or about one-half of the total. Milk and cream, vegetables, and fruits and berries accounted for an additional 35 percent of the tonnage, while the remainder consisted of such items as poultry and eggs, cotton and wool, hay and forage, seafoods, and horticultural crops.

Analysis of tonnage data by geographical regions showed that truckers from the West North Central region hauled the greatest volume--about 2.5 million tons; and truckers from the North Atlantic region the least, about 0.9 million tons. The aggregate volume moved by carriers of each of the other four regions ranged from 1.2 million to 1.7 million tons.

Three-fourths of the tonnage reported by the carriers moved in the outbound direction, leaving only a fourth as homebound movements. Since a number of the carriers stated that they trip-leased their equipment on the return trips and this tonnage was not reported in this survey, the amount of exempt commodities moving in the homebound direction was probably greater than 25 percent. Of all the major commodity groups, vegetables provided the largest volume of homebound tonnage, about 350,000 tons or 15 percent of the total.

Slightly over half the total tonnage transported by the carriers in the survey moved in interstate commerce. Truckers in the South Central region carried the highest percentage of interstate tonnage, about two thirds of their total, while tonnage hauled by truckers from the other regions was divided about evenly between interstate and intrastate.

Miles traveled during 1960 averaged slightly over 183,000 miles per carrier and about 54,000 miles per vehicle. Seventy percent of all miles traveled by the truckers were laden miles. The average annual mileage per vehicle reported by carriers who hauled exclusively in interstate commerce was greater than the average for carriers engaged in both interstate and intrastate operations. Interstate haulers averaged 70,000 miles per vehicle, about 16,000 miles more than the average for all carriers.

The flexibility of movement of exempt for-hire truck operators, resulting from their freedom from economic regulation by the Interstate Commerce Commission, is reflected in the study in terms of the large number of firms engaged in inter-regional movements. Of the 5,121 major commodity originations reported in the study slightly over a third were from origins outside the home regions of the carriers. For major commodity deliveries the percentage of the movements outside the home regions of the carriers was even greater--49 percent. These regions vary in size from 5 States in the East North Central region to 11 States in the Western region.

FOR-HIRE MOTOR CARRIERS HAULING EXEMPT AGRICULTURAL COMMODITIES
NATURE AND EXTENT OF OPERATIONS

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INTRODUCTION

This report describes the activities of truckers who are engaged in the business of hauling agricultural products for-hire. Many of them have only one or two vehicles; others have many more and hire drivers to operate them. Some of the carriers transport other commodities, such as seafood, fish, and miscellaneous farm commodities. 1/ None are subject to economic regulation by the Interstate Commerce Commission; that is, none are subject to control by that agency as to entry into the business, routes traveled, and rates charged.

Motortrucks move most farm products--at least part of the way from the farm to the consumer. The owners of these trucks may be individual farmers, farmer cooperatives, or persons engaged almost exclusively in the business of hauling commodities for-hire. The State and Federal governments generally allow these owners to operate their trucks with a high degree of economic and geographic flexibility.

Farmers who haul their own products have unlimited geographic freedom. This is true whether they cross State borders or not. In a few States, however, the amount of intrastate for-hire transportation that farmers may do is limited by law. Their trucks, however, are subject to the same driver and safety rules and regulations as all others operated on the Nation's highways. These trucks are not the primary subject of this survey, but it is likely that some of the small truck operators included in this survey are also farmers.

Truckers who make it their primary business to haul farm products generally have geographic and economic freedom for interstate operations. They have the same freedoms in most States. Truck owners can haul the products they own part of the time and haul agricultural products for-hire the remainder of the time. When these operators haul agricultural commodities for-hire, they can do so for whatever shippers are willing to pay as long as the commodities they haul are "exempt" and as long as the States do not impose restrictions on them. These for-hire commodities are usually referred to as "exempt agricultural commodities." They are free from economic regulation by the Interstate Commerce

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1/ The terms truckers, carriers, and firms are used interchangeably in this report and refer to the exempt carriers. Unless otherwise specified all data shown in tables in the report are compiled from the 1,514 questionnaires used in the study.

Commission. The exemption is described in the Interstate Commerce Act in Part II, Section 203(b)(6) (this section of the law is reproduced in the appendix, page 17). The appendix also contains a list of the commodities designated as exempt and nonexempt.

The volume of agriculturally exempt traffic, which is substantial, appears to be growing. Farmers and their representatives as well as the carriers described in this report generally believe the exemption has benefited them and should be preserved. The railroads at the present time are urging Congress to change the Nation's transportation laws to allow them to haul agricultural products with much less economic regulation. Some public regulatory agencies, some carriers, and some shippers advocate the modifying or outright repealing of these exemptions.

Since little is known about the nature and extent of the operations of these carriers, this study was initiated by the Department of Agriculture as a part of its broad program to improve the distribution of farm products and the movement of them at rates as low as are reasonable for both the shippers and the carriers. The following report sets forth the findings.

SOURCES OF INFORMATION

Questionnaires were mailed to 5,584 truck operators throughout continental United States for data on their operations in 1960. From replies received, 1,514 were usable. The findings of this report are based on these replies.

These operators primarily transport agricultural commodities, although some engage in other activities, such as farming. None of them are subject to the jurisdiction of the Interstate Commerce Commission insofar as their transportation economic activities are concerned. All are subject to the driver and safety regulations of the Interstate Commerce Commission when they haul traffic that moves in interstate commerce. All are also subject to public regulation by the States if the States in which they operate have laws affecting transportation.

From a mailing list of 27,920 names, 5,584 names were drawn by random sample. This was a composite of three lists: One from the Motor Carrier Bureau of the Interstate Commerce Commission, another from the National Agricultural Transportation League, and the third from the records of the U. S. Department of Agriculture. The last list represents names accumulated over several years as a result of research done by the Department. These lists were not entirely up-to-date, but they were the best sources of names of truck operators available. Duplications were eliminated.

As the mailing list was not up-to-date the tables dealing with length of time in business, as reported by the respondents, should be used with discretion inasmuch as the 1,514 responses tended to come from operators who were the more successful ones; these data are not reliable indications of the rate of survival or the rate of failure in this type of business. But this qualification in the sampling technique does not appear to have had an adverse effect upon the reliability of the respondent's answers insofar as transportation activities are concerned. Since a large segment of the commodities was hauled by all 1,514 carriers, the share hauled by the carriers in each geographic subdivision of the country corresponds quite closely to the share of the Nation's aggregate output of these commodities sold in each of the same geographic regions.

Replies from the 1,514 respondents have been summarized by geographic regions as well as in the aggregate. The regions used are not identical to those used by the U. S. Census. To facilitate handling the data, U. S. Census regions were combined in three instances (fig. 1). Regions used in this study are as follows:

Regions in the study	Basic census regions
North Atlantic	New England Middle Atlantic
East North Central	East North Central
West North Central	West North Central
South Atlantic	South Atlantic
South Central	East South Central West South Central
Western	Mountain Pacific

The statistics pertaining to the list of names used, the sample taken, and the responses are shown in the following tabulation:

	Number	Percentage of total	Percentage of addressees
Number on list from which sample was drawn	27,920	100	---
Number in sample	5,584	20	100
Questionnaires returned but not in usable form	1,598	6	29
Questionnaires used in study	1,514	5	27
Questionnaires not returned	1,923	7	34
Questionnaires returned unopened	549	2	10
Distribution of questionnaires returned but not in usable form:			
Questionnaires returned but not in usable form	1,598	6	29
Responses from carriers having ICC operating authority	272	1	5
Responses from carriers out of business	690	3	12
Responses with no usable information, and responses from those who were never in trucking business	636	2	12

(See copy of questionnaire in the appendix.)

REGIONS USED IN THE STUDY

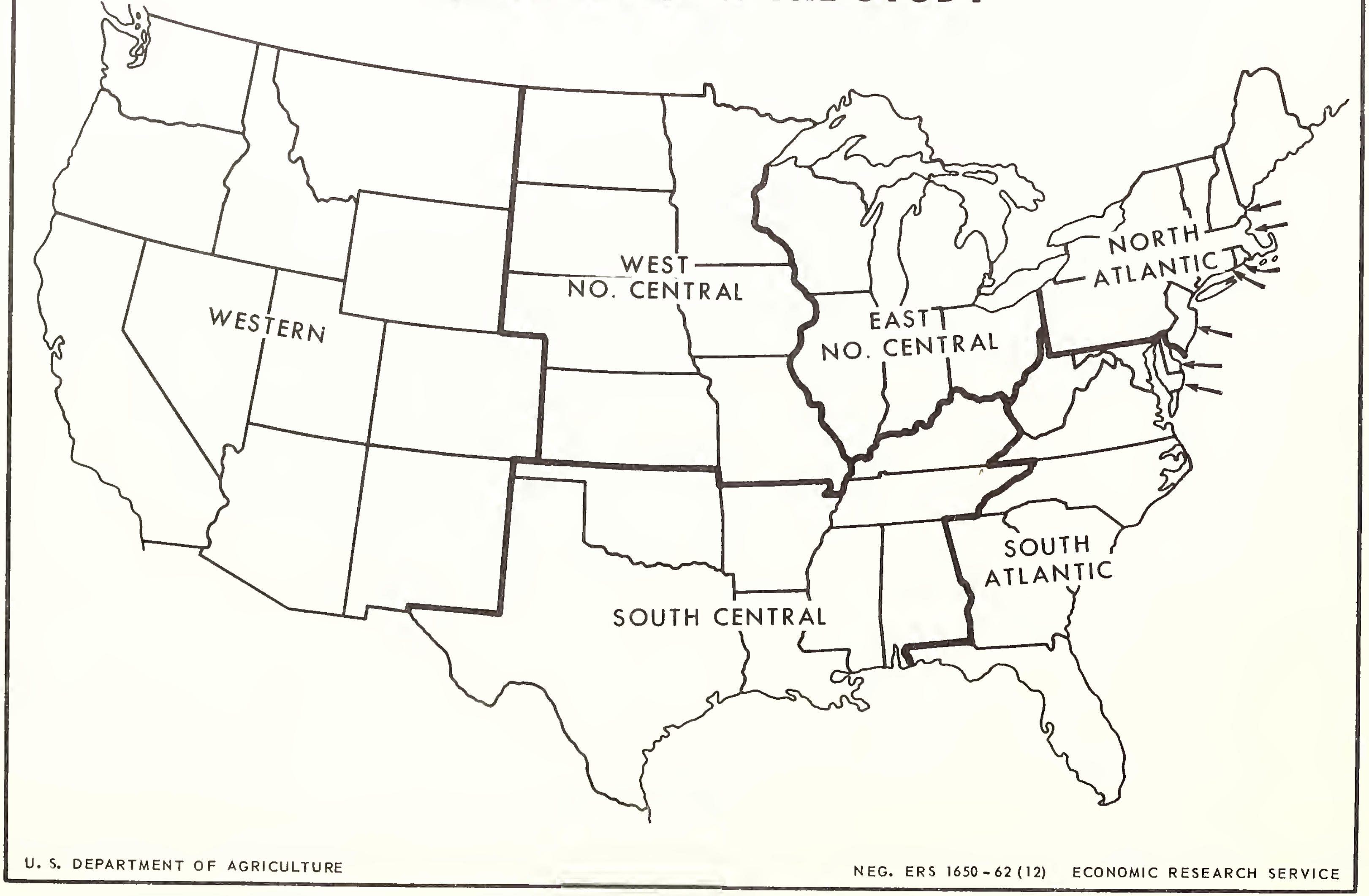
WESTERN
WEST NO. CENTRAL
EAST NO. CENTRAL
NORTH ATLANTIC
SOUTH CENTRAL
SOUTH ATLANTIC
U. S. DEPARTMENT OF AGRICULTURE
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Figure 1

LENGTH OF TIME IN BUSINESS

As shown in table 1, for the country as a whole, 75 percent of the trucking firms reported they had been in business 5 years or more, nearly 60 percent reported they had been in business 10 years or more, and 40 percent reported they had been in business 15 years or more. Of the total, 8 percent or 114 firms, reported they had been in business 30 years or more.

Table 1.--Percentage of truckers who had been in business for specified periods, by region of home office, 1961 1/

Period	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
	Percent	Percent	Percent	Percent	Percent	Percent	Percent
5 years or more..	84	80	78	75	75	71	76
10 years or more..	61	67	63	55	54	56	59
15 years or more..	34	49	42	38	36	35	40
20 years or more..	24	36	29	24	25	24	27
25 years or more..	16	22	18	13	13	16	16
30 years or more..	8	10	7	8	4	7	8
Less than 5 years	13	12	13	15	16	20	15
Less than 10 years	36	25	28	35	36	35	32
Less than 15 years	62	42	49	52	54	56	52
Less than 20 years	72	56	62	67	65	66	64
Less than 25 years	80	69	73	77	78	74	75
Less than 30 years	88	82	84	82	86	83	84

1/ For States included in regions, see figure 1.

The North Atlantic, East North Central, and West North Central regions had the highest percentage of firms in business 10 years or more. For each of these regions it was more than 60 percent.

Data on length of time in business by actual number of trucking firms according to their State and regional locations are in the appendix, tables 21 and 22. These data show that almost two-thirds of the truckers domiciled in four states--Florida, Iowa, Missouri, and Texas--had been in business for 10 years or more. Slightly more than a fourth of the total number of trucking firms in the survey were located in these four States.

NUMBER AND TYPE OF VEHICLES OPERATED

Many types of trucks are used to haul agricultural products. Straight trucks are frequently used in hauls from farm to market. Tractors are used to pull semitrailers and full trailers. Different commodities, such as milk, livestock, and live poultry, require specialized equipment if any great quantity is hauled. Fresh fruits and vegetables as well as dairy and poultry products require refrigeration, which may be either mechanical or the ice-bunker type.

According to the data reported on vehicles, firms in the North Atlantic region averaged 1.9 straight trucks per firm which was the highest of any region (table 2). Both the South Atlantic and South Central regions averaged only 0.7 straight trucks per carrier, the lowest of the 6 regions.

Table 2.--Number of motor vehicles reported, by type, and by region of trucker's home office, January 1, 1961

Region of home office	Straight trucks	Tractors	Semitrailer		Full trailers		Truckers reporting
			Total	Refrigerated	Total	Refrigerated	
	Vehicles	Vehicles	Vehicles	Vehicles	Vehicles	Vehicles	Firms
North Atlantic..	254	248	263	131	38	10	135
Average per trucker.......	1.9	1.3	1.9	--	.3	--	--
East North Central.........	340	435	457	92	34	13	196
Average per trucker.......	1.7	2.2	2.3	--	.2	--	--
West North Central.........	552	862	860	228	89	22	467
Average per trucker.......	1.2	1.8	1.8	--	.2	--	--
South Atlantic..	215	855	808	521	100	62	293
Average per trucker.......	.7	2.9	2.8	--	.5	--	--
South Central...	147	571	504	145	120	36	205
Average per trucker.......	.7	2.8	2.5	--	.6	--	--
Western.........	263	388	423	135	141	32	218
Average per trucker.......	1.2	1.8	1.9	--	.6	--	--
Total.........	1,771	3,359	3,315	1,252	522	175	1,514
Average per trucker.....	1.2	2.2	2.2	--	.3	--	--
Percent refrigerated in the				Percent		Percent	
North Atlantic				50		26	
East North Central......				20		38	
West North Central......				27		25	
South Atlantic				64		62	
South Central				29		30	
Western......				32		23	
Total.........				38		34	

Three of the regions--North Atlantic, West North Central and Western--averaged 1.8 tractors per firm, while the South Atlantic, South Central, and East North Central regions averaged 2.9, 2.8, and 2.2, respectively.

Some regions reported more semitrailers than tractors. This was true in the North Atlantic, East North Central, and Western regions. Of all semitrailers reported, 38 percent were refrigerated. The South Atlantic region had 64 percent of its semitrailers refrigerated, the highest of any of the regions. The North Atlantic region ranked next with 50 percent semitrailers refrigerated, while the East North Central reported only 20 percent semitrailers refrigerated.

Truckers did not use as many full trailers as semitrailers. The highest number was reported in the South Central and Western regions. This averaged 0.6 per carrier in these regions. The more liberal State regulations of gross weights and lengths in these two regions tend to encourage the use of full trailers. Lowest number reported per carrier was in the East North Central and West North Central regions--an average of 0.2 per carrier. Geographical distribution of refrigerated full trailers was about the same as that of the semitrailers.

Of those replying to the questionnaire, many were one-vehicle operators. There were 178 firms with only one vehicle--a straight truck--361 with only one tractor-trailer combination, and 68 firms with one of each of these two types (table 3). These three categories represent 40 percent of the reporting firms.

Table 3.--Firms reporting only one straight truck, only one tractor, and one of each, by region of trucker's home office, January 1, 1961

Region of home office	One straight truck	One tractor	One straight truck and one tractor	Total
	Firms	Firms	Firms	Firms
North Atlantic......	12	36	7	55
East North Central..	21	17	8	46
West North Central..	86	88	33	207
South Atlantic......	29	97	4	130
South Central.......	12	59	6	77
Western.............	18	64	10	92
Total..........	178	361	68	607

Although there were many truck operators with only one and two trucks reporting, there were also a number of carriers who had either several straight trucks or several tractor-trailer combinations (table 4). Of the 1,771 straight trucks reported in the survey, 13 percent were used by 13 carriers who represented less than 1 percent of the firms covered. Similarly, of the 3,359 tractors reported, about 31 percent were owned by 50 carriers--only 3 percent of the total carriers in the survey. As indicated by table 5, semitrailers follow the same trend as that shown for tractors.

Table 4.--Firms reporting straight trucks and tractors, by number per firm and region of trucker's home office, Jan. 1, 1961

Vehicles	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	All Reported
	Firms	Firms	Firms	Firms	Firms	Firms	Vehicles
Straight trucks per firm							
1	24	50	161	44	27	49	355
2	16	41	88	23	14	18	400
3	9	13	34	11	1	9	231
4	5	8	15	10	7	9	216
5	6	11	2	3	2	5	145
6	--	3	2	2	3	2	72
7	2	4	1	--	3	1	77
8	1	3	--	--	--	--	32
9	--	--	1	--	--	--	9
10 or more	4	1	1	2	1	4	234
All straight trucks	--	--	--	--	--	--	1,771
Tractors per firm							
1	47	36	157	112	71	81	504
2	17	31	70	35	45	32	460
3	13	22	32	22	15	18	366
4	10	14	17	9	10	7	268
5	1	8	14	9	4	7	215
6	3	6	7	10	4	6	216
7	2	1	4	5	1	2	105
8	--	4	1	5	2	--	96
9	1	2	4	1	1	1	90
10 or more	3	5	10	15	13	4	1,039
All tractors	--	--	--	--	--	--	3,359

Table 5.--Firms reporting semitrailers and full trailers, by number per firm and region of trucker's home office, Jan. 1, 1961

Vehicles	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	All reported
	Firms	Firms	Firms	Firms	Firms	Firms	Vehicles
Semitrailers per firm							
1	34	35	122	94	65	65	415
2	15	30	73	28	38	28	424
3	12	12	24	11	18	18	285
4	9	15	24	16	8	6	312
5	1	13	13	6	5	10	240
6	4	4	7	3	4	6	168
7	2	6	9	4	--	3	168
8	--	2	1	9	4	2	144
9	1	2	2	3	3	4	135
10 and above	5	8	10	14	10	4	1,024
All semi-trailers	--	--	--	--	--	--	3,315
Full trailers per firm							
1	7	2	14	23	9	33	88
2	3	2	5	9	10	9	76
3	3	1	4	3	2	5	54
4	4	2	1	1	1	5	56
5 and above	--	3	6	5	3	6	248
All full trailers	--	--	--	--	--	--	522

AMOUNT AND TYPE OF TONNAGE HAULED

Tonnage hauled by responding firms was broken down into eight major commodity groups and "other" which included commodities not otherwise specified. The group "other" included: horticultural crops--flowers--seafoods, logs (trees cut to length), tobacco, nuts, honey, natural fertilizer, and empty containers used in hauling exempt agricultural commodities.

More than 9 million tons of all commodities combined were hauled by these firms (table 6). Grain representing the highest tonnage was 29 percent of the total. Livestock, the second highest, amounted to 20 percent, and milk and cream third with 14 percent. Vegetables made up 12 percent, fruits and berries just slightly over 9 percent, poultry and eggs 5 percent, cotton and wool

2 percent, and hay and forage a little more than 1 percent. The other category amounted to 7 percent of the total tonnage.

Carriers in the North Atlantic region hauled more milk and cream than any other commodity--42 percent of their total tonnage. Eighteen percent of their hauls was vegetables; fruits and berries amounted to a little more than one-half as much as vegetables--about 10 percent. Livestock and grain ranked next in quantities hauled, 8 and 7 percent, respectively.

In both the East North Central and West North Central regions the highest tonnage hauled was grain, 39 and 37 percent, respectively, of their total tonnages. Livestock was a close second in the West North Central region with a little over 38 percent of their total, but livestock was only 17 percent of total hauled in the East North Central region. In the East North Central region milk and cream ranked next to grain in terms of tonnage hauled--representing 20 percent of the total. Hauls of milk and cream in the West North Central amounted to only 3 percent of total. Neither of these regions were heavy haulers of fruits and berries or vegetables, but truckers in the East North Central hauled more of both groups than the truckers from the West North Central region. Of total tonnage hauled, vegetables accounted for 8 percent in the East North Central and 4 percent in the West North Central, fruits and vegetables 6 percent in the East North Central and 2 percent in the West North Central.

Highest tonnage hauled in the South Atlantic region was fruits and berries--26 percent. Milk and cream with 22 percent of the region's tonnage was the next high, and vegetables at 20 percent of the total ranked third. Poultry and egg tonnage was 8 percent and grain and livestock 6 percent each of South Atlantic's total. Cotton and wool amounted to more than 3 percent of the region's tonnage; whereas hay and forage was less than 1 percent.

Carriers in the South Central region moved more grain than any other commodity. This was also true with the East and West North Central truckers. Grain movements by the South Central truckers were 41 percent of their total tonnage, livestock 12 percent, vegetables 11 percent, and cotton and wool 9 percent. These truckers moved more than twice as much cotton and wool as the South Atlantic carriers who were the next largest haulers of these commodities.

The Western region carriers also reported grain as their heaviest haul--31 percent of their total tonnage. Livestock and vegetables were next in size of movements and almost the same quantity of each was hauled--livestock 21 percent and vegetables 20 percent of the region's total. Fruits and berries were 11 percent, and milk and cream and hay and forage were more than 4 percent each. The quantity of poultry and eggs, and cotton and wool moved by these Western region carriers was negligible.

Data analyzed for individual regions show that usually the largest tonnage hauled by carriers from each region is a commodity produced in quantity in the region. Livestock movements by carriers in the survey follow the same pattern regionwise as livestock marketings for the United States (table 7). Comparison of percentage distributions shows in both cases that the West North Central was highest and East North Central second, while the North Atlantic region was the lowest. Total livestock hauled by carriers in the study amounted to 6 percent of livestock marketings for the United States.

When tonnages for eight grains sold in the United States were totaled by production regions, the regional percentages for grains sold and for grain hauled by carriers in this study showed the same trend (table 8).

Tonnage of all commodities hauled per carrier for the 1,514 carriers averaged 6,062 tons. Average tonnage per carrier was highest for the East North Central region--8,548 tons. Thirty-seven percent of this tonnage was grain, a commodity transported primarily in bulk; therefore, no space was needed for packaging or refrigerating. Thus, a truck can be loaded to its capacity with the commodity being hauled providing its loaded weight stays within the weight limits of the States through which it passes. By contrast, average tonnage per carrier for the South Atlantic region was the lowest of all the regions--5,304 tons. About 47 percent of its tonnage was fruits and berries and vegetables. Frequently these are packaged and require refrigeration or ice; and thus use space that could have been used for the commodity.

DIRECTION OF HAUL

In an effort to determine how many trucks returned home without loads, the carriers were asked to record separately their outbound and their homebound (inbound) tonnage. About 6,900,000 tons, or three-fourths of the total tonnage, was recorded by the carriers as outbound and only one-fourth as homebound (table 9).

Poultry and eggs and cotton and wool were the two commodity groups with the lowest percentage of homebound tonnage. In contrast, there were more vegetables hauled in the homebound direction than any other commodity, about 350,000 tons, or 32 percent of the total trucked by all carriers.

In the North Atlantic region 35 percent of tonnage moved was homebound. This was the highest percentage for any of the regions. Truckers of the Western region moved about 32 percent homebound, East North Central over 27 percent, and the South Atlantic a little more than 24 percent. The South Central region hauled the lowest percentage of homebound tonnage for any of the regions--only 15 percent of its total.

A number of carriers indicated that they trip-leased on their return trips. When a carrier leases his equipment for a one-way or single haul, it is referred to as a trip-lease. A carrier need not make any change in his equipment; he can attach a card to the door of his vehicle identifying his unit as being leased to an authorized carrier. The trip-lease, or single-haul owner-operator usually furnishes all the equipment, truck-tractor, and semitrailer or combination to move the shipment.

INTERSTATE AND INTRASTATE TRANSPORTATION

Interstate Commerce is commerce between any place in a State and any place in another State or between places in the same State through another State. It can move wholly by motor vehicle or partly by motor vehicle and partly by rail, water, air, and pipelines. Intrastate commerce is commerce between any place in a State to any other place within the same State. It never crosses a State line into another State.

Of the 1,514 carriers reporting in the survey, 529 listed only interstate tonnage (table 10). About 54 percent of the total tonnage transported was interstate hauls--almost 5 million tons. Carriers in the South Central region reported the highest percentage of interstate tonnage for any region--67 percent. The other five regions were closely grouped. Their percentages of interstate tonnage ranged from 49 percent for the West North Central region to 54 percent for the South Atlantic and Western regions.

MILES TRAVELED

Actual Miles

Truckers reported traveling about 278,000,000 miles during the year 1960--an average of over 183,000 miles per carrier (table 11). Regionwise, average miles per carrier were highest for carriers in the South Central, almost 250,000 miles, and lowest for carriers in the West North Central, slightly more than 150,000 miles.

Seventy percent of all miles traveled were laden miles. Truckers from the Western region reported three-fourths of their miles laden. For remaining regions, laden miles ranged from 64 percent for the East North Central to 72 percent for the South Central.

By Mileage Block

More than a fourth of the carriers traveled between 100,000 and 250,000 miles with 38 carriers (about 3 percent of all carriers) traveling 1,000,000 miles or more (table 12). Less than 10 percent of the truckers traveled fewer than 25,000 miles.

One-fourth of the truckers traveled laden between 100,000 and 250,000 miles and about 2 percent of them at least 1,000,000 miles (table 13).

About 1 percent of the truckers reported they had no empty miles, but two carriers reported that their trucks traveled at least 1,000,000 empty miles (table 14). These are large carriers and the empty mileage amounted to 33 percent of all miles traveled by the one carrier and 45 percent by the other. The greatest number--673 of 1,514 carriers--had less than 25,000 empty miles.

Average Per Vehicle

Average total vehicle miles traveled per truck for all carriers was 54,000 miles (table 15). Vehicle-mile averages varied considerably among regions. Truckers in the South Central region reported the highest--an average of over 71,000 miles. Truckers from the Western region were next--about 62,000 miles. The lowest average per vehicle, approximately 43,000 miles, was reported by truckers from North Atlantic and East North Central regions. By comparison, vehicle miles for all trucks in the United States averaged 10,583 miles for 1960. 2/

2/ Automobile Manufacturers Association, Motor Truck Facts, 1962.

Interstate Mileage

Average mileage per vehicle was much higher when carriers who reported intrastate hauls were excluded from the total (table 16). Average for vehicles used exclusively in interstate hauls was about 70,000 miles per vehicle--an increase of almost 16,000 miles over that for all hauls. This average mileage compares favorably with the per vehicle average of 73,000 miles for 1956--reported for the exempt trucks in the Highway Research Board Bulletin 301, Line Haul Trucking Costs in Relation to Vehicle Gross Weights. Regionwise, the Western region interstate average showed the largest increase per vehilce over the all-haul's average--approximately 21,000 miles--while the West North Central had the smallest increase--somewhat over 6,000 miles.

Estimated Total Ton-Miles

Total estimated ton-miles for carriers amounted to a little over 3 billion ton-miles, or 1 percent of ton-miles for all motor vehicles engaged in intercity freight traffic in the United States (table 17). 3/ The carriers in the study averaged about 2 million ton-miles per carrier.

MAJOR MOVEMENTS OF COMMODITIES

Many exempt for-hire truck operators, because of their flexibility--such as freedom from regulation of rates and routes--can and do haul agricultural commodities to many States. Table 18 shows that carriers reported 35 percent of their major movements of exempt commodities originated in regions outside their home regions, and that 49 percent of their major deliveries of exempt commodities were made to regions other than the ones in which they were domiciled.

Truckers of the South Central region reported over half their major movements originated outside their home region, while in the North Atlantic and East North Central regions about 40 percent originated in other regions. The Western region is the only region where the percentage of originations of major commodity movements outside the region falls below 25 percent.

In terms of deliveries to regions outside their home regions, truckers from three regions--South Atlantic, South Central, and East North Central--reported from one-half to two-thirds of their major commodity movements came within this category.

It should also be noted that although 65 percent of the originations and 51 percent of the deliveries were within the regions of the carrier's home office, many of the intra-regional movements were made between States. Table 10 shows that more than a third of the carriers in the study hauled exclusively interstate and that over half of the carriers' total tonnage was transported between States.

3/ Transport Economics, Monthly Comment, Bureau of Transport Economics and Statistics, Interstate Commerce Commission, March 1962.

Carriers reported originating more principal movements of vegetables than any other commodity--28 percent of all their hauls (table 19). Fruits and berries ranked second at 19 percent. Grain accounted for 18 percent, livestock 13 percent, and poultry and eggs, hay and forage, milk and cream, cotton and wool, and commodities not specified elsewhere the rest.

Deliveries of these commodities by carriers in the study followed the same trend (table 20).

North Atlantic carriers reported that over half their major originations consisted of fruits and berries and vegetables. They picked up 60 percent of their principal hauls within the region. These loads consisted of all the commodities except cotton and wool. The South Atlantic region provided 22 percent of the principal movements of North Atlantic truckers, which were almost all fresh produce.

About two-thirds of all deliveries by the carriers from the North Atlantic region were made to States in their region. These loads were predominantly fruits and berries and vegetables, but there were almost twice as many vegetables as fruits and berries. A significant number of deliveries of poultry and eggs and milk and cream were made within the region by these carriers. Deliveries made to the South Atlantic States were 19 percent of the North Atlantic carriers' major movements and included all commodities except cotton and wool.

Carriers from the East North Central region picked up more vegetables than any other commodity. Forty-two percent of them originated within their region. Although grain and livestock movements by truckers from this region were not as numerous as fruits and vegetables, more of them originated within the region--over three-fourths of the grain and most of the livestock. Over 90 percent of their milk and cream hauls were picked up in the region. Fifty-eight percent of all loads hauled by these truckers came from the East North Central States.

Vegetables accounted for one-fourth of the deliveries by truckers from the East North Central region, some of which were delivered to every region with almost one-half stopping in their own region. Fruits and berries accounted for about one-fifth of their major movements. Deliveries of fruits and berries followed the same pattern as vegetables. Fifty-five percent of the livestock, and more than 30 percent of the grain deliveries were within the region. The East North Central truckers made 29 percent of their grain deliveries to the South Central region--as well as a sizeable number to the South Atlantic region.

West North Central truckers reported that 75 percent of their originations were from States in their own region. Grain and livestock combined accounted for two-thirds of their total pick-ups. Eighty-three percent of these two commodities were picked up in the region. Of the loads originated by these carriers, 9 percent was vegetables, 40 percent of which was picked up within their region.

About 60 percent of all deliveries made by West North Central carriers were to States within the region. Livestock and grain delivered in the West North Central States accounted for 37 percent of their deliveries. These truckers also hauled a large number of loads of grain and livestock to the South Central and Western regions. Some principal movements of poultry and eggs were transported by West North Central carriers to all of the regions--36 percent of which they hauled to the North Atlantic States.

South Atlantic carriers picked up about two-thirds of their principal hauls from States in the region. Vegetables and fruits and berries made up 69 percent of all their originations. Fruits and berries picked up within the region amounted to 23 percent of all their pick-ups--vegetables 27 percent. The North Atlantic region was their next largest supplier with 16 percent of their movements originating there.

Carriers from the South Atlantic region are the only ones who reported that they made more deliveries to another region than they did within their own region. They took 36 percent of their loads to the North Atlantic region and delivered 35 percent to States within their region. Of the loads delivered to North Atlantic States, 80 percent were fresh produce and 9 percent poultry and eggs. The remainder included some loads of every commodity.

Although less than half of the commodities that made up the originations reported by the South Central carriers was picked up in that region, there were some loads of every commodity. Of the movements originating in the South Central States, 25 percent was grain, 34 percent fruits and berries and vegetables combined, 14 percent livestock, and 10 percent poultry and eggs. Fifteen percent of their principal movements came from the West North Central region and, like the movements from the South Central region, there were some loads of every commodity.

The South Central carriers delivered almost half their principal movements within their region. They delivered about 13 percent each of the remaining loads to the West North Central, South Atlantic, and Western regions. The kinds of commodities in the loads varied somewhat for these three regions. Loads received by the West North Central States were about 60 percent fresh produce, 15 percent poultry and eggs, and about 16 percent livestock. Even though the South Atlantic States are heavy producers of vegetables, 30 percent of the loads delivered to them by the South Central carriers were vegetables. There were more movements of grain to the Western region by these carriers than any other commodity--more than a fourth of the deliveries.

Western region carriers picked up 85 percent of their principal movements in their own region. These loads included most of the fruits and berries and vegetables hauled by them, three-fourths of the grain, all livestock, cotton and wool and most of the hay and forage. States in the West North Central region were listed as origin States for 8 percent of Western trucker's hauls. More than 40 percent of these loads were grain, about 33 percent were poultry and eggs.

Almost three-fourths of the principal deliveries by Western region carriers were to States in their region. Twelve percent were made to the West North Central States, almost two-thirds of which were fresh produce. Grain and livestock comprised about 15 percent each of their deliveries to the West North Central region.

Carriers from every region moved sizable amounts of commodities in the miscellaneous group called other. Percentages of major movements for each region that this group was of total originations follows:

Origin region and commodities listed as other	Percent of major movements
North Atlantic.--Fish and other seafoods, horticultural (flowers, peatmoss, nursery stock, etc.), tobacco logs, empty containers, nuts	13
East North Central.--Fish and other seafood, horticultural (peatmoss, nursery stocks, etc.), natural fertilizer, soybeans, seeds, logs, sugarbeets	10
West North Central.--Forest products, dates, nuts, spices, empty containers, fish and other seafoods, seeds	9
South Atlantic.--Flowers, shrubs, etc., fish and other seafood, logs, tobacco, empty containers	7
South Central.--Seed, tobacco, shrubs, nuts, logs	3
Western.--Logs, etc., fish and other seafood, empty containers, shrubs and plants, honey	7
All regions combined	8

Loads reported in this group originated for the most part within the region of the carriers' home office. The exceptions were East North Central and South Atlantic truckers who picked up only 43 and 52 percent, respectively, of their other principal movements within the region. The both hauled some of this type of commodity from every region.

Carriers registered in the South Atlantic and South Central regions delivered fruits and berries and vegetables throughout the United States. A carrier from the North Atlantic region delivered vegetables to all States. Poultry and eggs and grain were delivered throughout the United States by a South Central region carrier, and livestock was delivered by a West North Central region carrier to all States. A trucker from Florida hauled fresh vegetables from Florida to "all eastern cities," fresh vegetables from Virginia, North Carolina, and South Carolina to eastern and midwestern States and fresh vegetables from Florida to California. He then brought back fruits and berries and vegetables from California to Florida. All commodities except milk and cream and cotton and wool were moved into Canada by numerous carriers from several of the regions. Some commodities including poultry and eggs, grain and livestock were picked up in Canada and brought back to the United States by these carriers. A Western region carrier reported that he picked up a load of vegetables in Mexico.

The many varieties of fruits, berries, and vegetables maturing at different times in various parts of the country because of differences in climate and growing seasons probably account for the fresh produce being picked up in every region and delivered to every region by the carriers in the study. For example, a Florida carrier hauls a load of oranges to Massachusetts and brings back a load of cranberries. He takes a load of watermelons to New Jersey and brings back a load of blueberries. A Texas trucker delivers a load of grapefruit to Michigan and returns with a load of cherries. These are all in the fruits and berries classification, yet their growing requirements are so different that they are generally restricted to certain areas of the United States. Some of the other commodities, such as livestock, grain, poultry and eggs, and milk and cream, have wide-producing areas and are available in large quantities in several regions.

APPENDIX

The Agricultural Exemption

Exemption from Economic Regulation was provided for Motor Carriers by the Congress under the Motor Carrier portion of the Interstate Commerce Act. Part II Sec. 203(b) is of particular interest to Agriculture. That Section reads in part as follows:

> (4a) Motor vehicles controlled and operated by any farmer when used in the transportation of his agricultural (including horticultural) commodities and products thereof, or in the transportation of supplies to his farm; or
>
> (5) motor vehicles controlled and operated by a cooperative association as defined in the Agricultural Marketing Act, approved June 15, 1929, as amended, by a federation of such cooperative associations, if such federation possesses no greater powers or purposes than cooperative associations so defined; or
>
> (6) motor vehicles used in carrying property consisting of ordinary livestock, fish (including shell fish), or agricultural (including horticultural) commodities (not including manufactured products thereof), if such motor vehicles are not used in carrying any other property, or passengers, for compensation: Provided, That the words "property consisting of ordinary livestock, fish (including shell fish), or agricultural (including horticultural) commodities (not including manufactured products thereof)" as used herein shall include property shown as "Exempt" in the "Commodity List" incorporated in ruling numbered 107, March 19, 1958, Bureau of Motor Carriers, Interstate Commerce Commission, but shall not include property shown therein as "Not exempt": Provided further, however, That notwithstanding the preceding proviso the words "property consisting of ordinary livestock, fish (including shell fish), or agricultural (including horticultural) commodities (not including manufactured products thereof)" shall not be deemed to include frozen fruits, frozen berries, frozen vegetables, cocoa beans, coffee beans, tea, bananas, or hemp, and wool imported from any foreign country, wool tops and noils, or wool waste (carded, spun, woven, or knitted), and shall be deemed to include cooked or uncooked (including breaded) fish or shell fish when frozen or fresh (but not including fish and shell fish which have been treated for preserving, such as canned, smoked, pickled, spiced, corned or kippered products); ... 4/

4/ The Interstate Commerce Act revised to October 1, 1958, page 124.

COMPOSITE COMMODITY LIST

Showing status under Section 203(b)(6) of the Interstate Commerce Act of those commodities listed, based upon Administrative Rulings Nos. 107 and 110 of the Bureau of Motor Carriers. 5/

Alfalfa, see Feeds
Animal fats - Not exempted
Animals, see Livestock
Bagged commodities - Placing exempt commodities in bags does not affect their exempt status.
Bananas - Not exempt
Bark, see Forest Products
Barley, see Grains
Bees - Exempt
Beeswax, crude, in cakes and slabs - Exempt
Beet pulp, see Feeds
Beets, sugar - Exempt
Berries, see Fruits
Bran, see Feeds
Broom corn, threshed and baled - Exempt
Bulbs, see Horticultural Commodities
Butter - Not exempt
Buttermilk - Exempt

Canned fruits and vegetables - Not Exempt
Carnauba wax as imported in slabs or chunks - Not Exempt
Castor beans - Exempt
Cattle, live, see Livestock
Cattle, slaughtered - Not Exempt
Charcoal - Not Exempt
Cheese - Not Exempt
Cheese, cottage - Not Exempt
Cheese, cream - Not Exempt
Christmas trees, plain, sprayed, or coated - Exempt
Citrus fruits, see Fruits
Coal - Not Exempt
Cocoa beans - Not Exempt
Coffee beans - Not Exempt
Coffee, roasted - Not Exempt
Coffee, instant - Not Exempt
Containers, crates, and boxes which have been used in the movement of exempt commodities and are being returned for reuse - Exempt
Containers, new for use in shipping exempt commodities - Not Exempt
Copra Meal - Not Exempt

5/ Interstate Commerce Commission Bureau of Motor Carriers. Motor Carrier Information Bulletin 3, Appendix, January 1962.

Corn, see Grain
Corn, cobs - Exempt
Corn cobs, ground - Exempt
Corn fodder - Exempt
Cottage Cheese, see Cheese
Cotton, carded but not spun, woven, or knitted - Exempt
Cotton, ginned or unginned - Exempt
Cotton linters - Exempt
Cotton waste, consisting of scraps of cotton fibre not spun, woven or knitted - Exempt
Cotton yarn - Not Exempt
Cottonseed, whole - Exempt
Cottonseed cake - Not Exempt
Cottonseed, dehulled - Exempt
Cottonseed hulls - Exempt
Cottonseed meal - Not Exempt
Crates, see Containers
Cream, see Milk
Cream cheese, see Cheese

Dehydrated, see commodity name: Fruits, Vegetables, Eggs, etc.
Diatomaceous earth - Not Exempt
Dinners, frozen - Not Exempt
Dinners, seafood, frozen - Exempt
Dried, see commodity name: Fruits, Vegetables, Eggs, etc.

Eggs
  Albumen, fresh, liquid - Exempt
  Dried - Exempt
  Frozen - Exempt
  In shell - Exempt
  Liquid, whole or separated - Exempt
  Oiled - Exempt
  Powdered, dried - Exempt
  Shelled - Exempt
  Yolks, dried - Exempt
  Yolks, fresh, liquid - Exempt

Fats, animal - Not Exempt
Feathers - Exempt
Feeds
  Alfalfa meal - Not Exempt
  Alfalfa pellets - Not Exempt
  Beet pulp - Not Exempt
  Bran shorts - Not Exempt
  Copra meal - Not Exempt
  Corn gluten - Not Exempt
  Cottonseed products, see Cottonseed
  Distilled corn grain, residues, with or without solubles added - Not Exempt
  Fish meal - Not Exempt
  Hominy Feed - Not Exempt
  Middlings - Not Exempt

  - Oat Hulls, ground - Exempt
  - Pelletized ground refuse screenings - Not Exempt
  - Rice bran - Exempt
  - Screenings, feed - Exempt
  - Wheat bran - Not Exempt
  - Wheat shorts - Not Exempt
- Fertilizer, commercial - Not Exempt
- Fish (including shell fish)
  - General. Frozen, quick frozen, and unfrozen fish and shell fish in the various forms in which it is shipped, such as live fish, fish in the round, beheaded, and gutted fish, filletted fish, beheaded shrimp, and oysters, clams, crabs, and lobsters, with or without shells, including crab meat and lobster meat - Exempt
  - Breaded, cooked or uncooked, fresh or frozen - Exempt
  - Cakes, codfish, cooked or uncooked, frozen or fresh - Exempt
  - Canned, as a treatment for preserving - Not Exempt
  - Clam juice or broth, cooked or uncooked, frozen or fresh - Exempt
  - Cooked or partially cooked fish or shell fish, frozen or fresh - Exempt
  - Croquettes, salmon, cooked or uncooked, fresh or frozen - Exempt
  - Deviled crabs, clams, or lobsters, cooked or uncooked, fresh or frozen - Exempt
  - Dinners, cooked or uncooked, fresh or frozen - Exempt
  - Fried fish fillets, oysters, or scallops, frozen or fresh - Exempt
  - Frogs, live or dressed - Exempt
  - Frozen, see General above and individual listings
  - Hermetically sealed in containers as a treatment for preserving - Not Exempt
  - Hermetically sealed in containers for cleanliness only, preservation attained by refrigeration - Exempt
  - Meal - Not Exempt
  - Offal (inedible portions of fish not further processed) - Exempt
  - Oil from fishes - Not Exempt
  - Preserved, or treated for preserving, such as canned, smoked, pickled, spiced, corned or kippered - Not Exempt
  - Salted, as a treatment for preserving - Not Exempt
  - Shells, oyster, moving to market for use in button making - Not Exempt
  - Stew, consisting of raw oysters or clams, milk, and seasoning frozen but uncooked - Exempt
  - Sticks, cooked or uncooked, fresh or frozen - Exempt
  - Turtles, sea or fresh water - Exempt
  - Whale meat, fresh - Exempt
- Flagstone - Not Exempt
- Flax fiber - Exempt
- Flaxseed, whole - Exempt
- Flaxseed meal - Not Exempt

Flour - Not Exempt
Flowers and flower plants, see Horticultural commodities
Fodder, corn and sorghum - Exempt
Forage, see Hay
Forest products
  Bark - Exempt
  Bark, boiled to clean and soften - Exempt
  Blankets of pine and spruce boughs - Exempt
  Greenery - Exempt
  Holly sprigs and cuttings - Exempt
  Leaves - Exempt
  Leaves, sisal, husks and moisture removed - Exempt
  Mistletoe - Exempt
  Myrobalons, as imported in natural state - Exempt
  Palmyra stalk fibers (fronds from palm leaves) - Exempt
  Peat moss, dried, shredded, baled - Exempt
  Resin, crude - Exempt
  Resin products, such as turpentine - Not Exempt
  Roots, natural or dried - Exempt
  Sap, maple - Exempt
  Spanish moss - Exempt
  Sphagnum moss - Exempt
  Spices, see separate listing: Spices
  Trees, see separate listing: Trees
  Valonia, as imported in natural state - Exempt
  Wreaths of holly or other natural material with small amount of foundation or decorative material - Exempt
Frogs, see Fish
Frozen, see commodity name: Fruits, Vegetables, Fish, Poultry, etc.
Fruits and Berries
  Bagged - Exempt
  Bananas, fresh, dried, dehydrated or frozen - Not Exempt
  Canned - Not Exempt
  Citrus fruit sections, fresh, cold-packed, or semi-frozen - Exempt
  Citrus fruit sections, frozen - Not Exempt
  Color added - Exempt
  Dates, pitted, dried - Exempt
  Dehydrated - Exempt
  Dried, naturally or artificially - Exempt
  Figs, dried, halved or quartered - Exempt
  Frozen - Not Exempt
  Fumigated - Exempt
  Graded - Exempt
  Hulls of oranges after juice extractions - Not Exempt
  In brine, to retain freshness - Exempt
  Juice, orange or other citrus - Not Exempt
  Juice, fruit, plain or concentrated - Not Exempt
  Kernels - Exempt
  Oiled apples - Exempt
  Peaches, peeled, pitted, and put in cold storage in unsealed containers - Exempt

Quick frozen - Not Exempt
Pies, frozen - Not Exempt
Preserved, such as jam - Not Exempt
Purees, strawberry and other, frozen - Not Exempt
Raisins, seeded or unseeded - Exempt
Sliced, fresh - Exempt
Sliced, frozen - Not Exempt
Strawberries, in syrup and unsealed containers in cold storage - Exempt

Grains
- Artificially dried - Exempt
- Barley, rolled - Exempt
- Barley, whole - Exempt
- Corn, cracked - Exempt
- Corn, shelled - Exempt
- Corn, whole - Exempt
- Feeds, see separate heading: Feeds
- Hulls, see Feeds
- Milo maize - Exempt
- Oats, whole - Exempt
- Oil extracted from grain - Not Exempt
- Popcorn, popped - Not Exempt
- Popcorn, unpopped, shelled, in sealed or unsealed containers - Exempt
- Rice bran - Exempt
- Rice, brewers - Exempt
- Rice, clean - Exempt
- Rice, polish - Exempt
- Rice, precooked - Not Exempt
- Rice, whole - Exempt
- Rye, whole - Exempt
- Sorghum grains, whole - Exempt
- Wheat germ - Not Exempt
- Wheat, whole - Exempt

Grass sod - Exempt
Gravel - Not Exempt
Greenery, see Forest products

Hair, alpaca, camel, or goat, clipped from animal - Exempt
Hair, hog or other animal, product of slaughter of animal - Not Exempt
Hay and forage, dried naturally or artificially - Exempt
Hay, chopped - Exempt
Hay, dehydrated - Exempt
Hay, salt (from salt marshes) - Exempt
Hay, sweetened with 3% molasses by weight - Not Exempt
Hemp fiber - Not Exempt
Herbs, see Spices
Hides, green and salted - Not Exempt
Honey, in the comb or strained - Exempt
Honey, heat treated to retard granulation - Exempt
Hops - Exempt

Horticultural commodities
    Bulbs - Exempt
    Flowers, growing or cut - Exempt
    Leaves, natural or dried - Exempt
    Nursery stock - Exempt
    Plants, vegetables and flower - Exempt
    Roots, rhubarb, asparagus, mint, etc. - Exempt
    Trees, growing, balled in earth - Exempt
    Wreaths, holly or other natural material, with small amount of foundation or decorative material - Exempt
Humus, of a nature similar to peatmoss - Exempt

Ice for cooling subsequent shipments of exempt commodities - Exempt
Imported commodities - Have same status as domestic except that wool imported from any foreign country is not exempt.
Insecticides - Not Exempt
Juices, see Fruits
Jute fiber, in bales - Exempt

Kelp, dried, ground - Exempt

Latex, see Rubber
Leaves, see Forest products, Horticultural commodities and Spices
Livestock
    Exhibit animals, such as those of 4-H club members which though showed for a few days are chiefly valuable for slaughter - Exempt
    Medical use animals, such as ordinary healthy swine for serum manufacture - Exempt
    Monkeys - Not Exempt
    Ordinary, i.e., all cattle, swine, sheep, goats, horses, and mules, except such as are chiefly valuable for breeding, racing, show purposes, and other special uses - Exempt
    Race horses - Not Exempt
    Registered or purebred cattle for ordinary farm or ranch uses, not chiefly valuable for breeding, race, show, or other special purposes - Exempt
    Show horses - Not Exempt
    Zoo animals - Not Exempt
Limestone, agricultural - Not Exempt
Linseed meal, see Meal
Lumber, rough sawed or planed - Not Exempt

Manure, in natural state - Exempt
Manure, dried or dehydrated, bagged - Exempt
Maple sap - Exempt
Maple syrup - Not Exempt
Meal, alfalfa - Not Exempt
Meal, copra - Not Exempt
Meal, cottonseed - Not Exempt

Meal, fish - Not Exempt
Meal, flaxseed - Not Exempt
Meal, linseed - Not Exempt
Meal, peanut - Not Exempt
Meal, soybean - Not Exempt
Meat and meat products, fresh, frozen or canned - Not Exempt
Milk and Cream
    Buttermilk - Exempt
    Chocolate - Not Exempt
    Condensed - Not Exempt
    Frozen - Exempt
    Homogenized - Exempt
    Pasteurized - Exempt
    Powdered - Exempt
    Raw - Exempt
    Skim - Exempt
    Skim, with two-thirds of water removed, in bulk or unsealed containers - Exempt
    Standardized - Exempt
    Sterilized in hermetically sealed cans - Not Exempt
    Vitamin "A" - Exempt
Milo, see Grains
Mohair, raw cleaned, or scoured - Exempt
Molasses - Not Exempt
Moss, see Forest products
Mushrooms, fresh - Exempt

Nursery stock, see Horticultural commodities
Nuts, (including peanuts)
    Peanut meal - Not Exempt
    Peanut shells, ground - Exempt
    Polished - Exempt
    Raw, shelled or unshelled - Exempt
    Roasted or boiled - Not Exempt
    Shelled, raw - Exempt
    Shells - Exempt
    Shells, ground peanut - Exempt
    Unshelled, raw - Exempt

Oats, see Grains
Oil, mint - Not Exempt
Oil, extracted from vegetables, grain, seed, fish or other commodity - Not Exempt

Packaged commodities - Packaging exempt commodities does not affect their exempt status

Peanuts, see Nuts
Peat Moss, see Forest products
Palletized feeds, see Feeds
Pelts - Not Exempt
Pies, frozen - Not Exempt
Pigeons, racing - Not Exempt

Plants, vegetable or flower, see Horticultural commodities
Poles, see Trees
Popcorn, see Grains
Poultry, dressed, fresh or frozen - Exempt
Poultry feathers - Exempt
Poultry, frozen - Exempt
Poultry, live - Exempt
Poultry, picked - Exempt
Poultry, stuffed and frozen - Exempt
Pulp, beet - Not Exempt
Pulp, sugarcane - Not Exempt
Purees, see Fruits

Rabbits, dressed - Exempt
Raisins, see Fruits
Ramie fiber - Exempt
Resin, see Forest products
Rice, see Grains
Rock, Not Exempt
Roots, see Forest products, Horticultural commodities
Rubber, crude, in bales - Not Exempt
Rubber, latex, natural, liquid, from which water has been extracted and to which ammonia has been added - Not Exempt
Rye, see Grains

Sand - Not Exempt
Sap, see Forest products
Sawdust, from lumber mills - Not Exempt
Seeds
    Cotton, see Cottonseed
    Deawned - Exempt
    Flax, see Flaxseed
    Inoculated - Exempt
    Meal made from seeds, see Meal
    Natural - Exempt
    Oil extracted from seeds - Not Exempt
    Packets or boxes of seeds in display racks - Exempt
    Scarified - Exempt
    Screened or sized - Exempt
    Spice, see Spices
    Sprayed for disease control - Exempt
Seaweed, dried, ground - Exempt
Shells, nut, see Nuts
Shells, oyster, see Fish
Shingle bolts, see Trees
Skins, animal - Not Exempt
Sliced, see commodity name: Fruits, Vegetables, etc.
Soil, potting - Not Exempt
Soil, top - Not Exempt
Sorghum fodder - Exempt
Sorghum grains - Exempt
Soup, frozen - Not Exempt
Spices and herbs, unground, whether seeds, berries, leaves, bark, or roots - Exempt

Spices and herbs, ground but not further processed - Exempt
Stover - Exempt
Straw - Exempt
Sugar - Not Exempt
Sugar beets - Exempt
Sugar cane - Exempt
Sugar cane pulp - Not Exempt
Sugar, raw - Not Exempt
Syrup, cane - Not Exempt
Syrup, maple - Not Exempt

Tea - Not Exempt
Telephone poles, see Trees
Textile waste - see Cotton waste
Tobacco
    Chopped leaf - Exempt
    Cigars and cigaretts - Not Exempt
    Homogenized - Not Exempt
    Leaf - Exempt
    Redried leaf - Exempt
    Smoking - Not Exempt
    Stemmed leaf - Exempt
    Stems - Exempt
Top soil - Not Exempt
Trees
    Bolts for making shingles - Exempt
    Brush, mesquite, twigs and debris burned off - Exempt
    Christmas, plain, sprayed, or coated - Exempt
    Cut to length, peeled, or split - Exempt
    Growing, see Horticultural commodities
    Sawed into lumber - Not Exempt
    Shingle bolts - Exempt
    Telephone poles, not creosoted - Exempt
Turtles, see Fish

Vegetables
    Bagged - Exempt
    Beans, dried artificially and packed in small container - Exempt
    Candied sweet potatoes, frozen - Not Exempt
    Canned - Not Exempt
    Cooked - Not Exempt
    Cucumbers, salt cured - Exempt
    Cured - Exempt
    Cut up, fresh, in cellophane bags - Exempt
    Dried, naturally or artificially - Exempt
    Dehydrated - Exempt
    French fried potatoes - Not Exempt
    Frozen - Not Exempt
    Garlic powder - Exempt
    Graded - Exempt
    Oil extracted from vegetables - Not Exempt
    Onion powder - Exempt

- Onion chips and flakes, dried - Exempt
- Peas, split - Exempt
- Peeled, uncooked - Exempt
- Powder, onion and garlic - Exempt
- Quick frozen - Not Exempt
- Shelled - Exempt
- Soup, frozen - Not Exempt
- Soybean meal - Not Exempt
- Washed, fresh, in cellophane bags - Exempt

Whale meat, see Fish
Wheat, see Grains
Wheat products, see Feeds, Flour
Wood chips for making woodpulp - Not Exempt
Wool, imported from any foreign country - Not Exempt
Wool, raw, cleaned, or scoured but not including wool imported from any foreign country - Exempt
Wool grease, as obtained from cleaning or scouring process - Exempt
Wool tops and noils - Not Exempt
Wool waste, carded, spun, woven or knitted - Not Exempt
Wool yarn - Not Exempt
Wreaths, see Forest products

FORM MR-18
(2-8-61)

U.S. DEPARTMENT OF AGRICULTURE
AGRICULTURAL MARKETING SERVICE
TRANSPORTATION AND FACILITIES RESEARCH DIVISION
WASHINGTON 25, D. C.

BUDGET BUREAU NO. 40-60151
APPROVAL EXPIRES 8-31-61

AGRICULTURAL EXEMPTION STUDY – MOTOR CARRIER MAIL QUESTIONNAIRE

NOTE: CORRECT NAME AND ADDRESS AS NECESSARY

COUNTY: ____________________

TELEPHONE: ____________________

____
(SIGNATURE OF PERSON COMPLETING REPORT)

1. Do you hold operating rights from the Interstate Commerce Commission to haul any commodity? . . . . ☐ YES ☐ NO
(If "No," complete questions 2 through 7; if "Yes," disregard remaining questions and return questionnaire in enclosed envelope.)

2. Which of the following would best describe your principal business activity: *(Check one)*
   - a. ☐ Hauling agricultural commodities for hire
   - b. ☐ Hauling agricultural commodities to which you hold title
   - c. ☐ Other than the hauling of agricultural commodities

3. How long have you been in the trucking business? . . . . ________ YEARS

4. What equipment did you own or have under lease on January 1, 1961:

	NUMBER		NUMBER	NUMBER REFRIGERATED
a. Straight trucks		c. Semitrailers		
b. Truck tractors		d. Full trailers		

5. Estimate your total truck mileage for 1960 ____________. About what percentage was empty mileage? __________ %

6. About what quantity of each of the following commodity groups *(exempt in interstate commerce)* did you haul in 1960:

COMMODITY GROUP	OUTBOUND		HOMEBOUND	
	REPORT AS "TONS" OR "TRUCKLOADS," WHICHEVER DATA ARE MOST READILY AVAILABLE			
	TONS	TRUCKLOADS	TONS	TRUCKLOADS
a. Fresh fruits and berries				
b. Fresh vegetables and potatoes				
c. Poultry and eggs				
d. Grain				
e. Livestock				
f. Cotton and wool				
g. Hay and forage				
h. Milk and cream				
i. Other *(Specify)*				

7. Of the total outbound and homebound volume hauled in 1960:
   - a. About what percentage was picked up and delivered in the same States?. . . . . __________ %
   - b. What were the principal movements of the commodities that you hauled across State lines, and between which States did you haul them? *(List the major movements for the commodities you hauled for the year 1960, not individual hauls.)*

COMMODITY GROUP	STATES – WHERE PICKED UP	STATES – WHERE DELIVERED

(FOR ADDITIONAL SPACE USE REVERSE)

region of home office, 1960

Region of home office	Fruits and berries	Vegetables	Poultry and eggs	Grain	Livestock	Cotton and wool	Hay and forage	Milk and cream	Other	Total	Truckers reporting tonnage	Average per carrier
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Firms	Tons
North Atlantic......	85,628	157,614	39,058	60,389	66,176	432	4,404	364,442	88,371	866,514	135	6,419
East North Central..	93,066	141,358	49,507	621,298	281,374	475	4,988	334,717	148,628	1,675,411	196	8,548
West North Central..	42,366	88,739	178,618	981,421	963,427	1,510	40,130	86,084	132,989	2,515,284	467	5,386
South Atlantic......	409,494	314,907	128,232	95,966	93,573	51,080	9,309	343,813	107,814	1,554,188	293	5,304
South Central.......	98,453	152,530	60,629	555,000	167,082	123,543	13,477	92,671	103,347	1,366,732	205	6,667
Western............	134,718	239,273	3,868	366,548	245,974	2,833	52,291	53,874	100,657	1,200,036	218	5,505
All regions, total..........	863,725	1,094,421	459,912	2,680,622	1,817,606	179,873	124,599	1,275,601	681,806	9,178,165	1,514	6,062
	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent		
Percentage of total commodities.......	9.4	11.9	5.0	29.2	19.8	2.0	1.4	13.9	7.4	100.0	---	---
Percentage distribution												
North Atlantic......	9.9	14.4	8.5	2.2	3.6	0.2	3.5	28.6	13.0	9.4	8.9	---
East North Central..	10.8	12.9	10.8	23.2	15.5	.3	4.0	26.2	21.8	18.3	13.0	---
West North Central..	4.9	8.1	38.8	36.6	53.0	.8	32.2	6.7	19.5	27.4	30.8	---
South Atlantic......	47.4	28.8	27.9	3.6	5.2	28.4	7.5	27.0	15.8	16.9	19.4	---
South Central.......	11.4	13.9	13.2	20.7	9.2	68.7	10.8	7.3	15.1	14.9	13.5	---
Western............	15.6	21.9	.8	13.7	13.5	1.6	42.0	4.2	14.8	13.1	14.4	---
All regions, total..........	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	---

Table 7.--United States livestock marketings, and livestock hauled by truckers in the study, by regions, 1960 1/

Origin	U.S. livestock marketings		Livestock hauled by truckers in study		
	Quantity 2/	Percentage of total	Quantity	Percentage of total	Percentage of U.S. marketings
	Tons	Percent	Tons	Percent	Percent
North Atlantic	686,260	2	66,176	4	10
East North Central	5,845,114	21	281,374	15	5
West North Central	11,434,698	40	963,427	53	8
South Atlantic	1,353,805	5	93,573	5	7
South Central	4,521,780	16	167,082	9	4
Western	4,433,155	16	245,974	14	6
Total	28,274,812	100	1,817,606	100	6

1/ Includes cattle and calves, hogs, sheep and lambs.

2/ Supplement for 1961 to Livestock and Meat Statistics. Supp. for 1961 to U.S. Dept. Agr. Statis. Bul. 230, June 1962.

Table 8.--Principal grains sold in the United States, and grain hauled by truckers in the study, by regions, 1960 1/

Origin	Grain sold in U.S.		Grain hauled by truckers in study		
	Quantity 2/	Percentage of total	Quantity	Percentage of total	Percentage of U.S. sales
	Tons	Percent	Tons	Percent	Percent
North Atlantic	1,698,724	1	60,389	2	4
East North Central	27,515,659	24	621,298	23	2
West North Central	50,361,607	44	981,421	37	2
South Atlantic	3,841,457	3	95,966	3	3
South Central	17,063,197	15	555,000	21	3
Western	14,865,687	13	366,548	14	3
Total	115,346,331	100	2,680,622	100	2

1/ Includes corn, wheat, oats, barley, rye, rice, sorghum, and buckwheat.

2/ Field and Seed Crops, Production, Farm Use, Sales, Value 1960-61. Cr Pr 1 (62) U.S. Dept. Agr., Statis. Rptg. Serv.

Table 9.--Tonnage of exempt commodities hauled by truckers, by commodity, region of home office, and direction of haul, 1960

Region of home office and direction of haul	Fruits and berries		Vegetables		Poultry and eggs		Grain		Livestock	
	Tons	Percent	Tons	Percent	Tons	Percent	Tons	Percent	Tons	Percent
North Atlantic:										
Outbound	62,811	73.4	103,172	65.5	18,873	48.3	57,653	95.5	55,490	83.9
Homebound	22,817	26.6	54,442	34.5	20,185	51.7	2,736	4.5	10,686	16.1
Total	85,628	100.0	157,614	100.0	39,058	100.0	60,389	100.0	66,176	100.0
East North Central:										
Outbound	72,957	78.4	100,967	71.4	45,087	91.1	364,791	58.7	264,150	93.9
Homebound	20,109	21.6	40,391	28.6	4,420	8.9	256,507	41.3	17,224	6.1
Total	93,066	100.0	141,358	100.0	49,507	100.0	621,298	100.0	281,374	100.0
West North Central:										
Outbound	16,825	39.7	64,455	72.6	142,019	79.5	769,996	78.5	780,249	81.0
Homebound	25,541	60.3	24,284	27.4	36,599	20.5	211,425	21.5	183,178	19.0
Total	42,366	100.0	88,739	100.0	178,618	100.0	981,421	100.0	963,427	100.0
South Atlantic:										
Outbound	335,441	81.9	214,279	68.0	115,466	90.0	74,098	77.2	56,645	60.5
Homebound	74,053	18.1	100,628	32.0	12,766	10.0	21,868	22.8	36,928	39.5
Total	409,494	100.0	314,907	100.0	128,232	100.0	95,966	100.0	93,573	100.0
South Central:										
Outbound	57,488	58.4	97,549	64.0	58,136	95.9	495,616	89.3	149,275	89.3
Homebound	40,965	41.6	54,981	36.0	2,493	4.1	59,384	10.7	17,807	10.7
Total	98,453	100.0	152,530	100.0	60,629	100.0	555,000	100.0	167,082	100.0
Western:										
Outbound	70,209	52.1	164,708	68.8	1,722	44.5	287,069	78.3	169,343	68.8
Homebound	64,509	47.9	74,565	31.2	2,146	55.5	79,479	21.7	76,631	31.2
Total	134,718	100.0	239,273	100.0	3,868	100.0	366,548	100.0	245,974	100.0
Total:										
Outbound	615,731	71.3	745,130	68.1	381,303	82.9	2,049,223	76.4	1,475,152	81.2
Homebound	247,994	28.7	349,291	31.9	78,609	17.1	631,399	23.6	342,454	18.8
Grand total .	863,725	100.0	1,094,421	100.0	459,912	100.0	2,680,622	100.0	1,817,606	100.0
Percent of grand total		9.4		11.9		5.0		29.2		19.8

Continued -

Table 9.--Tonnage of exempt commodities hauled by truckers, by commodity, region of home office, and direction of haul, 1960 --Continued

Region of home office and direction of haul	Cotton and wool		Hay and forage		Milk and cream		Other		All commodities	
	Tons	Percent	Tons	Percent	Tons	Percent	Tons	Percent	Tons	Percent
North Atlantic:										
Outbound	0	0	3,424	77.7	202,896	55.7	59,798	67.7	564,117	65.1
Homebound	432	100.0	980	22.3	161,546	44.3	28,573	32.3	302,397	34.9
Total	432	100.0	4,404	100.0	364,442	100.0	88,371	100.0	866,514	100.0
East North Central:										
Outbound	475	100.0	4,972	99.7	241,012	72.0	123,336	83.0	1,217,747	72.7
Homebound	0	0	16	.3	93,705	28.0	25,292	17.0	457,664	27.3
Total	475	100.0	4,988	100.0	334,717	100.0	148,628	100.0	1,675,411	100.0
West North Central:										
Outbound	966	64.0	31,237	77.8	75,479	87.7	80,696	60.7	1,961,922	78.0
Homebound	544	36.0	8,893	22.2	10,605	12.3	52,293	39.3	553,362	22.0
Total	1,510	100.0	40,130	100.0	86,084	100.0	132,989	100.0	2,515,284	100.0
South Atlantic:										
Outbound	30,045	58.8	2,571	27.6	263,205	76.6	86,691	80.4	1,178,441	75.8
Homebound	21,035	41.2	6,738	72.4	80,608	23.4	21,123	19.6	375,747	24.2
Total	51,080	100.0	9,309	100.0	343,813	100.0	107,814	100.0	1,554,188	100.0
South Central:										
Outbound	114,270	92.5	11,429	84.8	91,957	99.2	85,836	83.1	1,161,556	85.0
Homebound	9,273	7.5	2,048	15.2	714	.8	17,511	16.9	205,176	15.0
Total	123,543	100.0	13,477	100.0	92,671	100.0	103,347	100.0	1,366,732	100.0
Western:										
Outbound	2,833	100.0	42,981	82.2	12,814	23.8	68,890	68.4	820,569	68.4
Homebound	0	0	9,310	17.8	41,060	76.2	31,767	31.6	379,467	31.6
Total	2,833	100.0	52,291	100.0	53,874	100.0	100,657	100.0	1,200,036	100.0
Total:										
Outbound	148,589	82.6	96,614	77.5	887,363	69.6	505,247	74.1	6,904,352	75.2
Homebound	31,284	17.4	27,985	22.5	388,238	30.4	176,559	25.9	2,273,813	24.8
Grand total ..	179,873	100.0	124,599	100.0	1,275,601	100.0	681,806	100.0	9,178,165	100.0
Percent of grand total		2.0		1.4		13.9		7.4		100.0

Table 10.--Tonnage of exempt commodities hauled by truckers in interstate and intrastate commerce, by region of home office, 1960

Region of home office	Amount hauled			Percentage of tonnage		Truckers	
	Total	Interstate	Intrastate	Interstate	Intrastate	Total	Reporting interstate hauls
	Tons	Tons	Tons	Percent	Percent	Firms	Firms
North Atlantic.........	866,514	438,109	428,405	50.6	49.4	135	48
East North Central.....	1,675,411	852,836	822,575	50.9	49.1	196	51
West North Central.....	2,515,284	1,220,156	1,295,128	48.5	51.5	467	113
South Atlantic.........	1,554,188	841,868	712,320	54.2	45.8	293	147
South Central..........	1,366,732	909,536	457,196	66.5	33.5	205	70
Western................	1,200,036	644,274	555,762	53.7	46.3	218	100
Total.............	9,178,165	4,906,779	4,271,386	53.5	46.5	1,514	529

Table 11.--Miles traveled by truckers laden and empty, by region of trucker's home office, 1960

Region of home office	Truckers reporting	Laden			Empty			Total		
		Miles	Percent of total miles	Average miles per trucker	Miles	Percent of total miles	Average miles per trucker	Miles	Percent of total miles	Average miles per trucker
	Firms									
North Atlantic.....	135	14,133,901	65.8	104,696	7,348,280	34.2	54,432	21,482,181	100.0	159,128
East North Central.	196	21,141,767	64.0	107,866	11,918,054	36.0	60,806	33,059,821	100.0	168,673
West North Central.	467	47,965,830	68.3	102,711	22,312,009	31.7	47,777	70,277,839	100.0	150,488
South Atlantic.....	293	43,869,257	71.4	149,724	17,571,441	28.6	59,971	61,440,698	100.0	209,695
South Central......	205	36,881,519	72.0	179,910	14,323,553	28.0	69,871	51,205,072	100.0	249,871
Western............	218	30,371,713	75.3	139,320	9,937,429	24.7	45,585	40,309,142	100.0	184,904
Total.........	1,514	194,363,987	70.0	128,378	83,410,766	30.0	55,093	277,774,753	100.0	183,471

Table 12.--Truckers reporting specified distances traveled, by region of trucker's home office, 1960

Region of home office	Less than 25,000 miles	25,000 to 49,999 miles	50,000 to 99,999 miles	100,000 to 249,999 miles	250,000 to 499,999 miles	500,000 to 999,999 miles	1,000,000 miles and over	Total
North Atlantic								
Number truckers	9	19	54	27	18	5	3	135
Percentage	6.7	14.1	40.0	20.0	13.3	3.7	2.2	100.0
East North Central								
Number truckers	25	16	49	60	34	11	1	196
Percentage	12.8	8.2	25.0	30.6	17.3	5.6	.5	100.0
West North Central								
Number truckers	58	76	131	132	47	15	8	467
Percentage	12.4	16.3	28.0	28.3	10.1	3.2	1.7	100.0
South Atlantic								
Number truckers	20	28	92	86	39	18	10	293
Percentage	6.8	9.6	31.4	29.4	13.3	6.1	3.4	100.0
South Central								
Number truckers	14	28	47	72	24	8	12	205
Percentage	6.8	13.7	22.9	35.1	11.7	3.9	5.9	100.0
Western								
Number truckers	22	21	47	84	27	13	4	218
Percentage	10.1	9.6	21.6	38.5	12.4	6.0	1.8	100.0
Total								
Number truckers	148	188	420	461	189	70	38	1,514
Percentage	9.8	12.4	27.7	30.5	12.5	4.6	2.5	100.0

Table 13.--Truckers reporting specified distances traveled laden, by region of trucker's home office, 1960

Region of home office	Less than 25,000 miles	25,000 to 49,999 miles	50,000 to 99,999 miles	100,000 to 249,999 miles	250,000 to 499,999 miles	500,000 to 999,999 miles	1,000,000 miles and over	Total
North Atlantic								
Number truckers	27	41	25	28	9	5	--	135
Percentage	20.0	30.4	18.5	20.7	6.7	3.7	--	100.0
East North Central								
Number truckers	39	40	43	52	17	5	--	196
Percentage	19.9	20.4	21.9	26.5	8.7	2.6	--	100.0
West North Central								
Number truckers	116	111	116	91	20	8	5	467
Percentage	24.8	23.8	24.8	19.5	4.3	1.7	1.1	100.0
South Atlantic								
Number truckers	46	45	93	69	25	8	7	293
Percentage	15.7	15.4	31.7	23.6	8.5	2.7	2.4	100.0
South Central								
Number truckers	38	31	50	62	8	8	8	205
Percentage	18.5	15.1	24.4	30.3	3.9	3.9	3.9	100.0
Western								
Number truckers	33	38	49	70	18	7	3	218
Percentage	15.1	17.4	22.5	32.1	8.3	3.2	1.4	100.0
Total								
Number truckers	299	306	376	372	97	41	23	1,514
Percentage	19.8	20.2	24.8	24.6	6.4	2.7	1.5	100.0

Table 14.--Truckers reporting specified distances traveled empty, by region of trucker's home office, 1960

Region of home office	Zero	Less than 25,000 miles	25,000 to 49,999 miles	50,000 to 99,999 miles	100,000 to 249,999 miles	250,000 to 499,999 miles	500,000 to 999,999 miles	1,000,000 miles and over	Total
North Atlantic									
Number truckers	2	63	39	10	16	4	1	--	135
Percentage	1.5	46.7	28.9	7.4	11.8	3.0	0.7	--	100.0
East North Central									
Number truckers	2	70	42	48	29	4	1	--	196
Percentage	1.0	35.8	21.4	24.5	14.8	2.0	.5	--	100.0
West North Central									
Number truckers	4	210	120	79	45	5	3	1	467
Percentage	.9	45.0	25.7	16.9	9.6	1.1	.6	.2	100.0
South Atlantic									
Number truckers	3	129	75	46	21	15	4	--	293
Percentage	1.0	44.0	25.6	15.7	7.2	5.1	1.4	--	100.0
South Central									
Number truckers	1	89	39	42	26	4	3	1	205
Percentage	.5	43.4	19.0	20.5	12.7	2.0	1.4	.5	100.0
Western									
Number truckers	2	112	48	29	23	3	1	--	218
Percentage	.9	51.3	22.0	13.3	10.6	1.4	.5	--	100.0
Total									
Number truckers	14	673	363	254	160	35	13	2	1,514
Percentage	.9	44.4	24.0	16.8	10.6	2.3	.9	.1	100.0

Table 15.--Number of trucks, miles traveled laden and empty, and average miles per vehicle, by region of trucker's home office, 1960

Region of home office	Total truck tractors and straight trucks	Laden		Empty		Total	
		Miles	Average miles per vehicle	Miles	Average miles per vehicle	Miles	Average miles per vehicle
North Atlantic ...	502	14,133,901	28,155	7,348,280	14,638	21,482,181	42,793
East North Central	775	21,141,767	27,280	11,918,054	15,378	33,059,821	42,658
West North Central	1,414	47,965,830	33,922	22,312,009	15,779	70,277,839	49,701
South Atlantic ...	1,070	43,869,257	40,999	17,571,441	16,422	61,440,698	57,421
South Central	718	36,881,519	51,367	14,323,553	19,949	51,205,072	71,316
Western	651	30,371,713	46,654	9,937,429	15,265	40,309,142	61,919
Total	5,130	194,363,987	37,888	83,410,766	16,529	277,774,753	54,147

Table 16.--Number of vehicles used exclusively in interstate hauls by truckers and miles traveled, by region of home office, 1960

Region of home office	Vehicles	Total miles	Average miles per vehicle
North Atlantic	139	7,834,444	56,363
East North Central	168	10,339,298	61,543
West North Central	456	25,544,104	56,018
South Atlantic	383	26,370,389	68,852
South Central	285	22,793,345	79,977
Western	250	20,703,728	82,815
Total	1,681	113,585,308	69,856

Table 17.--Estimated ton-miles for exempt truckers in study, by region of home office, 1960

Region of home office	Truckers reporting	Ton-miles	
		Total	Average per trucker
North Atlantic	135	226,142,416	1,675,129
East North Central	196	338,268,272	1,725,859
West North Central	467	767,453,280	1,643,369
South Atlantic	293	701,908,112	2,395,591
South Central	205	590,104,304	2,878,558
Western	218	485,947,408	2,229,117
Total	1,514	3,109,823,792	2,054,045

Table 18.--Percentage of major movements of exempt commodities that originated in or were delivered to the trucker's own region or outside it, by region of home office, 1960

Region of home office	Originated--		Delivered--	
	Within own region	Outside of region	Within own region	Outside of region
	Percent	Percent	Percent	Percent
North Atlantic	60	40	64	36
East North Central	58	42	47	53
West North Central	75	25	59	41
South Atlantic	64	36	35	65
South Central	44	56	47	53
Western	85	15	72	28
Total	65	35	51	49

Table 19.--Major movements of specified exempt commodities, by region of trucker's home office and region origin of load, 1960

Home office of trucker and origin of load	Unit	Fruits and berries	Vegetables	Poultry and eggs	Grain	Livestock	Cotton and wool	Hay and forage	Milk and cream	Other	Total
North Atlantic carriers (135) originating loads in:											
North Atlantic	Movement	42	115	15	6	15	--	10	27	46	276
East North Central	do.	3	3	9	3	3	--	--	3	1	25
West North Central	do.	1	--	18	--	--	--	--	--	--	19
South Atlantic	do	31	55	5	--	5	1	--	--	3	100
South Central	do.	4	6	4	--	--	--	4	--	6	24
Canada	do.	--	--	--	--	--	--	3	--	1	4
Midwest States	do.	1	1	--	--	--	--	1	--	1	4
Eastern States	do.	1	1	1	--	--	--	1	--	1	5
Total	do.	83	181	52	9	23	1	19	30	59	457
Percentage	Percent	18.2	39.6	11.4	2.0	5.0	.2	4.1	6.6	12.9	100.0
East North Central carriers (196) originating loads in:											
North Atlantic	Movement	4	8	--	1	--	--	--	--	12	25
East North Central	do.	35	65	15	74	74	4	15	32	26	340
West North Central	do.	6	10	17	7	3	--	1	3	7	54
South Atlantic	do.	31	43	5	3	--	--	--	--	5	87
South Central	do.	17	20	6	9	2	1	--	--	7	62
Western	do.	3	6	1	--	--	--	--	--	2	12
Canada	do.	--	1	1	--	--	--	--	--	--	2
Northern States	do.	--	--	--	--	--	--	--	--	1	1
Midwest States	do.	1	--	--	--	--	--	--	--	1	2
Total	do.	97	153	45	94	79	5	16	35	61	585
Percentage	Percent	16.6	26.2	7.7	16.1	13.5	.8	2.7	6.0	10.4	100.0
West North Central carriers (467) originating loads in:											
North Atlantic	Movement	3	2	--	3	--	--	--	--	8	16
East North Central	do.	3	6	2	14	13	--	--	5	14	57
West North Central	do.	9	40	65	317	299	3	40	14	69	856
South Atlantic	do.	9	4	--	1	1	--	--	--	1	16
South Central	do.	19	14	5	14	39	2	2	2	6	103

Continued-

Table 19.--Major movements of specified exempt commodities, by region of trucker's home office and region origin of load, 1960--Continued

Home office of trucker and origin of load	Unit	Fruits and berries	Vege- tables	Poultry and eggs	Grain	Live- stock	Cotton and wool	Hay and forage	Milk and cream	Other	Total
W. N. Cen. carriers--Con.											
Western	Movement	21	35	2	11	24	--	--	--	1	94
Canada	do.	--	--	--	4	2	--	--	--	--	6
Total	do.	64	101	74	364	378	5	42	21	99	1,148
Percentage	Percent	5.6	8.8	6.5	31.7	32.9	.4	3.7	1.8	8.6	100.0
South Atlantic carriers (293) originating loads in:											
North Atlantic	Movement	44	121	8	9	--	--	7	5	25	219
East North Central	do.	10	25	13	31	7	5	14	5	7	117
West North Central	do.	2	3	15	2	2	--	--	--	1	25
South Atlantic	do.	310	366	45	50	19	11	11	6	52	870
South Central	do.	9	18	12	14	11	6	1	5	11	87
Western	do.	4	9	1	2	--	1	--	--	1	18
Canada	do.	--	--	--	--	--	--	--	--	1	1
Northern States	do.	--	1	--	--	--	--	--	--	--	1
Southern States	do.	2	--	--	1	--	--	--	--	--	3
Midwest States	do.	1	--	--	1	--	--	--	--	--	2
Eastern States	do.	2	2	1	1	--	--	--	--	1	7
Total	do.	384	545	95	111	39	23	33	21	99	1,350
Percentage	Percent	28.5	40.4	7.0	8.2	2.9	1.7	2.4	1.6	7.3	100.0
South Central carriers (205) originating loads in:											
North Atlantic	Movement	2	1	--	1	--	--	1	--	--	5
East North Central	do.	13	17	1	12	2	--	2	2	--	49
West North Central	do.	8	30	15	33	17	4	11	3	1	122
South Atlantic	do.	29	32	4	12	--	6	--	--	2	85
South Central	do.	57	65	36	90	49	27	8	7	21	360
Western	do.	46	79	1	11	49	1	2	--	1	190
United States	do.	1	1	1	1	--	--	--	--	--	4
Canada	do.	--	--	--	--	1	--	--	--	--	1
Total	do.	156	225	58	160	118	38	24	12	25	816
Percentage	Percent	19.1	27.6	7.1	19.6	14.5	4.6	2.9	1.5	3.1	100.0

Continued-

Table 19.--Major movements of specified exempt commodities, by region of trucker's home office and region origin of load, 1960--Continued

Home office of trucker and origin of load	Unit	Fruits and berries	Vegetables	Poultry and eggs	Grain	Livestock	Cotton and wool	Hay and forage	Milk and cream	Other	Total
Western carriers (218) originating loads in:											
North Atlantic	Movement	2	2	2	--	--	--	--	--	6	12
East North Central	do.	1	--	1	1	--	--	--	--	1	4
West North Central	do.	4	10	19	24	--	--	1	--	1	59
South Atlantic	do.	2	1	2	--	--	--	--	--	--	5
South Central	do.	6	6	3	8	--	--	3	--	1	27
Western	do.	167	226	20	125	27	6	29	2	45	647
United States	do.	--	--	1	--	--	--	--	--	--	1
Canada	do.	2	1	1	2	--	--	--	--	1	7
Eastern States	do.	--	--	2	--	--	--	--	--	--	2
Mexico	do.	--	1	--	--	--	--	--	--	--	1
Total	do.	184	247	51	160	27	6	33	2	55	765
Percentage	Percent	24.0	32.3	6.7	20.9	3.5	.8	4.3	.3	7.2	100.0
All regions (1,514 carriers):											
Total	Movement	968	1,452	375	898	664	78	167	121	398	5,121
Percentage	Percent	18.9	28.3	7.3	17.5	13.0	1.5	3.3	2.4	7.8	100.0

Table 20.--Major movements of specified exempt commodities, by region of trucker's home office and region destination of load, 1960

Home office of trucker and destination of load	Unit	Fruits and berries	Vege-tables	Poultry and eggs	Grain	Live-stock	Cotton and wool	Hay and forage	Milk and cream	Other	Total
North Atlantic carriers (135) delivering loads in:											
North Atlantic	Movement	78	141	47	7	10	1	15	35	57	391
East North Central	do.	11	36	1	--	1	--	1	--	9	59
West North Central	do.	1	--	--	--	--	--	--	--	5	6
South Atlantic	do.	11	57	5	9	12	--	3	4	13	114
South Central	do.	3	7	1	--	1	--	1	--	3	16
United States	do.	--	1	--	--	--	--	--	--	--	1
Canada	do.	4	5	--	--	--	--	1	--	1	11
Northern States	do.	1	2	--	--	--	--	--	--	--	3
Eastern States	do.	1	4	1	--	--	--	--	--	1	7
Total	do.	110	253	55	16	24	1	21	39	89	608
Percentage	Percent	18.1	41.6	9.0	2.6	4.0	.2	3.5	6.4	14.6	100.0
East North Central carriers (196) delivering loads in:											
North Atlantic	Movement	7	15	12	4	21	2	--	2	5	68
East North Central	do.	94	112	19	55	78	2	10	24	53	447
West North Central	do.	20	21	5	8	22	--	--	6	8	90
South Atlantic	do.	15	32	14	21	12	1	9	14	13	131
South Central	do.	19	47	14	41	9	--	3	9	13	155
Western	do.	13	7	8	6	--	--	--	1	2	37
Canada	do.	2	1	1	--	--	--	--	--	--	4
Northern States	do.	1	1	1	1	--	--	--	--	1	5
Southern States	do.	1	1	2	1	--	--	--	1	--	6
Midwest States	do.	2	2	1	1	--	--	--	--	1	7
Eastern States	do.	1	1	2	1	--	--	--	--	--	5
Total	do.	175	240	79	139	142	5	22	57	96	955
Percentage	Percent	18.3	25.1	8.3	14.6	14.9	.5	2.3	6.0	10.0	100.0
West North Central carriers (467) delivering loads in:											
North Atlantic	Movement	2	3	48	2	4	--	--	--	--	59
East North Central	do.	16	31	21	77	87	2	--	1	14	249

Continued-

Table 20.--Major movements of specified exempt commodities, by region of trucker's home office and region destination of load, 1960--Continued

Home office of trucker and destination of load	Unit	Fruits and berries	Vege-tables	Poultry and eggs	Grain	Live-stock	Cotton and wool	Hay and forage	Milk and cream	Other	Total
W. N. Cen. carriers--Con.											
West North Central	Movement	64	83	23	233	310	4	39	11	92	859
South Atlantic	do.	--	--	22	2	5	--	--	1	1	31
South Central	do.	--	16	9	72	30	2	7	7	12	155
Western	do.	2	2	8	30	29	--	1	3	7	82
United States	do.	--	--	--	--	1	--	--	--	--	1
Canada	do.	--	1	--	2	1	--	--	--	1	5
Northern States	do.	1	--	--	--	--	--	--	--	--	1
Midwest States	do.	--	1	--	1	--	--	--	--	2	4
Eastern States	do.	--	1	3	1	--	--	--	--	1	6
Total	do.	85	138	134	420	467	8	47	23	130	1,452
Percentage	Percent	5.9	9.5	9.2	28.9	32.2	.6	3.2	1.6	8.9	100.0
South Atlantic carriers (293) delivering loads in:											
North Atlantic	Movement	260	301	66	19	12	1	2	4	40	705
East North Central	do.	98	119	14	7	12	--	--	--	22	272
West North Central	do.	13	14	--	1	--	--	--	--	4	32
South Atlantic	do.	158	263	48	82	18	19	24	17	58	687
South Central	do.	42	54	2	10	2	2	--	4	16	132
Western	do.	13	15	2	1	--	--	--	--	5	36
United States	do.	1	1	--	--	--	--	--	--	1	3
Canada	do.	17	13	1	1	--	--	--	--	--	32
Northern States	do.	4	2	1	--	--	--	--	--	1	8
Southern States	do.	2	3	2	--	--	--	--	--	1	8
Midwest States	do.	4	5	2	1	--	--	--	--	1	13
Eastern States	do.	6	9	1	--	--	--	--	--	--	16
Total	do.	618	799	139	122	44	22	26	25	149	1,944
Percentage	Percent	31.8	41.1	7.1	6.3	2.3	1.1	1.3	1.3	7.7	100.0
South Central carriers (205) delivering loads in:											
North Atlantic	Movement	4	12	4	--	--	--	--	--	2	22
East North Central	do.	23	37	20	6	7	--	--	2	--	95
West North Central	do.	45	29	18	6	19	--	1	--	3	121

Continued-

Table 20.--Major movements of specified exempt commodities, by region of trucker's home office and region destination of load, 1960--Continued

Home office of trucker and destination of load	Unit	Fruits and berries	Vege- tables	Poultry and eggs	Grain	Live- stock	Cotton and wool	Hay and forage	Milk and cream	Other	Total
S. Cen. carriers--Con.											
South Atlantic	Movement	17	34	7	22	7	18	3	2	5	115
South Central	do.	77	143	16	95	39	26	15	6	17	434
Western	do.	20	21	26	33	12	--	--	--	3	115
United States	do.	1	1	1	2	--	--	--	--	1	6
Canada	do.	3	--	--	1	--	--	--	--	1	5
Northern States	do.	1	1	--	--	--	--	--	--	--	2
Southern States	do.	--	1	1	--	--	--	--	--	--	2
Midwest States	do.	1	--	--	--	--	--	--	--	--	1
Total	do.	192	279	93	165	84	44	19	10	32	918
Percentage	Percent	20.9	30.4	10.1	18.0	9.2	4.8	2.1	1.1	3.4	100.0
Western carriers (218) delivering loads in:											
North Atlantic	Movement	11	11	2	--	--	--	--	--	1	25
East North Central	do.	12	15	--	1	--	--	1	--	2	31
West North Central	do.	37	28	3	15	17	--	4	--	1	105
South Atlantic	do.	1	4	1	1	--	--	--	--	--	7
South Central	do.	7	14	4	8	6	--	2	--	--	41
Western	do.	133	171	29	127	66	6	29	2	45	608
Canada	do.	8	13	--	--	1	--	--	--	--	22
Midwest States	do.	1	1	--	--	--	--	--	--	--	2
Eastern States	do.	2	2	1	--	--	--	1	--	1	7
Total	do.	212	259	40	152	90	6	37	2	50	848
Percentage	Percent	25.0	30.6	4.7	17.9	10.6	.7	4.4	.2	5.9	100.0
All regions, (1,514 carriers):											
Total	Movement	1,392	1,968	540	1,014	851	86	172	156	546	6,725
Percentage	Percent	20.7	29.3	8.0	15.1	12.6	1.3	2.6	2.3	8.1	100.0

Table 21.--Number of trucking firms in business for specified periods, by region of home office, 1960

Region of home office	Years in business							No answer	All firms
	1 to 4	5 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 and above		
North Atlantic:									
Number trucking firms	17	31	36	13	11	11	11	5	135
Percent	12.6	23.0	26.7	9.7	8.1	8.1	8.1	3.7	100.0
East North Central:									
Number trucking firms	23	26	34	27	26	24	20	16	196
Percent	11.7	13.3	17.3	13.8	13.3	12.2	10.2	8.2	100.0
West North Central:									
Number trucking firms	63	70	97	61	51	49	34	42	467
Percent	13.4	15.0	20.8	13.1	10.9	10.5	7.3	9.0	100.0
South Atlantic:									
Number trucking firms	45	59	49	42	30	15	24	29	293
Percent	15.4	20.1	16.7	14.4	10.2	5.1	8.2	9.9	100.0
South Central:									
Number trucking firms	32	42	37	23	25	17	9	20	205
Percent	15.6	20.5	18.0	11.2	12.2	8.3	4.4	9.8	100.0
Western:									
Number trucking firms	43	33	45	23	18	19	16	21	218
Percent	19.8	15.1	20.6	10.6	8.3	8.7	7.3	9.6	100.0
Total:									
Number trucking firms	223	261	298	189	161	135	114	133	1,514
Percent	14.7	17.2	19.7	12.5	10.7	8.9	7.5	8.8	100.0

Table 22.--Number of trucking firms in business for specified periods, by State of home office, 1960

State and region of home office	Years in business							No answer	Total
	1 to 4	5 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 and above		
	Firms	Firms	Firms	Firms	Firms	Firms	Firms	Firms	Firms
Maine	4	4	1	1	0	0	0	0	10
New Hampshire	0	0	0	1	0	0	0	1	2
Vermont	0	0	0	2	0	0	0	0	2
Massachusetts	4	4	5	1	1	1	2	1	19
Rhode Island	1	1	1	0	0	0	0	0	3
Connecticut	1	2	3	0	0	0	2	0	8
New York	2	7	9	4	4	4	2	0	32
New Jersey	1	5	5	1	1	1	4	0	18
Pennsylvania	4	8	12	3	5	5	1	3	41
Total North Atlantic	17	31	36	13	11	11	11	5	135
Ohio	2	2	8	4	7	2	2	5	32
Indiana	7	7	7	3	3	6	7	3	43
Illinois	5	8	11	13	8	10	5	5	65
Michigan	4	1	2	4	4	2	3	1	21
Wisconsin	5	8	6	3	4	4	3	2	35
Total East North Central	23	26	34	27	26	24	20	16	196
Minnesota	15	25	21	8	9	6	4	7	95
Iowa	12	13	25	15	8	12	7	15	107
Missouri	10	11	21	14	16	19	7	9	107
North Dakota	5	0	0	1	2	1	0	1	10
South Dakota	4	8	5	11	7	1	9	2	47
Nebraska	7	4	15	8	3	6	3	4	50
Kansas	10	9	10	4	6	4	4	4	51
Total West North Central	63	70	97	61	51	49	34	42	467
Delaware	0	0	1	2	3	0	3	0	9
Maryland	3	0	2	2	4	2	1	3	17
Washington, D. C.	0	0	0	0	0	2	0	0	2
Virginia	5	9	6	5	4	2	2	5	38
West Virginia	4	3	3	1	1	1	0	0	13
North Carolina	8	12	10	7	2	2	5	5	51
South Carolina	7	1	5	2	1	2	0	1	19
Georgia	8	8	8	4	3	1	0	2	34
Florida	10	26	14	19	12	3	13	13	110
Total South Atlantic	45	59	49	42	30	15	24	29	293

Continued -

Table 22.--Number of trucking firms in business for specified periods, by State of home office, 1960--Continued

State and region of home office	Years in business							No answer	Total
	1 to 4	5 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 and above		
	Firms	Firms	Firms	Firms	Firms	Firms	Firms	Firms	Firms
Kentucky	1	2	6	0	1	1	0	3	14
Tennessee	2	3	3	3	0	3	1	1	16
Alabama	2	1	5	1	2	1	1	1	14
Mississippi	1	4	1	1	0	0	0	1	8
Arkansas	4	9	7	1	2	2	0	2	27
Louisiana	1	1	0	1	0	0	0	0	3
Oklahoma	5	9	8	2	4	2	1	3	34
Texas	16	13	7	14	16	8	6	9	89
Total South Central	32	42	37	23	25	17	9	20	205
Montana	2	0	4	0	5	2	3	1	17
Idaho	3	2	5	2	3	1	0	0	16
Wyoming	1	1	0	1	0	1	0	2	6
Colorado	4	4	1	2	1	1	6	4	23
New Mexico	0	2	3	1	0	0	0	3	9
Arizona	2	2	1	0	0	0	0	1	6
Utah	4	9	1	4	3	3	5	0	29
Nevada	1	0	2	1	2	0	0	0	6
Washington	11	3	6	6	1	3	0	3	33
Oregon	7	3	6	1	1	3	0	4	25
California	8	7	16	5	2	5	2	3	48
Total Western	43	33	45	23	18	19	16	21	218

Table 23.--Number and type of vehicles reported, by State of truckers' home office, January 1, 1961

State and region of home office	Straight trucks	Tractors	Semitrailer		Full trailers		Truckers reporting
			Total	Refrigerated	Total	Refrigerated	
	Vehicles	Vehicles	Vehicles	Vehicles	Vehicles	Vehicles	Number
Maine	13	17	11	3	4	1	10
New Hampshire ...	46	3	2	1	0	0	2
Vermont	2	1	1	0	0	0	2
Massachusetts ...	78	32	45	19	2	0	19
Rhode Island	1	10	13	1	0	0	3
Connecticut	17	11	15	7	4	0	8
New York	37	46	57	34	5	3	32
New Jersey	14	28	25	14	7	2	18
Pennsylvania	46	100	94	52	16	4	41
Total North Atlantic	254	248	263	131	38	10	135
Average number per trucker	1.9	1.8	1.9	---	.3	---	---
Ohio	61	62	57	26	6	0	32
Indiana	54	102	113	24	10	0	43
Illinois	138	167	179	16	2	0	65
Michigan	16	47	53	14	7	6	21
Wisconsin	71	57	55	12	9	7	35
Total East North Central	340	435	457	92	34	13	196
Average number per trucker	1.7	2.2	2.3	---	.2	---	---
Minnesota	96	227	220	80	15	7	95
Iowa	160	225	226	64	6	1	107
Missouri	129	178	170	57	29	1	107
North Dakota	13	14	13	1	3	0	10
South Dakota	50	43	43	0	3	0	46
Nebraska	57	84	81	12	26	13	51
Kansas	47	91	107	14	7	0	51
Total West North Central	552	862	860	228	89	22	467
Average number per trucker	1.2	1.8	1.8	---	.2	---	---

Continued -

Table 23.--Number and type of vehicles reported, by State of truckers' home office, January 1, 1961--Continued

State and region of home office	Straight trucks	Tractors	Semitrailer		Full trailers		Truckers reporting
			Total	Refrigerated	Total	Refrigerated	
	Vehicles	Vehicles	Vehicles	Vehicles	Vehicles	Vehicles	Number
Delaware	27	38	48	17	0	0	9
Maryland	24	31	44	29	2	2	17
Washington, D. C.	1	1	1	1	0	0	2
Virginia	36	84	89	60	7	5	38
West Virginia	15	11	10	9	0	4	13
North Carolina	26	91	74	49	21	22	51
South Carolina	19	42	26	13	17	2	19
Georgia	21	139	126	58	6	0	34
Florida	46	418	390	285	47	27	110
Total South Atlantic	215	855	808	521	100	62	293
Average number per trucker	0.7	2.9	2.8	---	.3	---	---
Kentucky	23	19	7	2	10	0	14
Tennessee	45	84	32	15	57	0	16
Alabama	3	84	82	24	6	4	14
Mississippi	2	38	40	4	0	4	8
Arkansas	17	60	77	17	5	1	27
Louisiana	3	6	6	2	2	0	3
Oklahoma	18	77	81	30	1	0	34
Texas	36	203	179	51	39	27	89
Total South Central	147	571	504	145	120	36	205
Average number per trucker	0.7	2.8	2.5	---	.6	---	---
Montana	13	31	36	5	1	0	17
Idaho	13	13	15	5	7	1	16
Wyoming	6	14	13	0	0	0	6
Colorado	18	58	60	8	8	1	23
New Mexico	1	12	14	1	1	0	9
Arizona	8	25	25	14	8	0	6
Utah	26	52	62	22	4	0	29
Nevada	2	13	18	5	1	0	6
Washington	26	37	33	16	22	7	33
Oregon	59	25	35	6	15	3	25
California	91	108	112	53	74	20	48
Total Western	263	388	423	135	141	32	218
Average number per trucker	1.2	1.8	1.9	---	.6	---	---

Table 24.--Tonnage of exempt commodities hauled by truckers, by region and State of home office, 1960

State and region of home office	Fruits and berries	Vege-tables	Poultry and eggs	Grain	Live-stock	Cotton and wool	Hay and forage	Milk and cream	Other	All commod-ities	Truckers report-ing
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Firms
Maine	1,820	8,444	200	0	0	0	0	0	9,578	20,042	10
New Hampshire	0	0	0	50,000	0	0	0	960	0	50,960	2
Vermont	1,500	1,500	0	0	0	0	0	0	2,000	5,000	2
Massachusetts	6,762	45,684	15,640	0	0	0	2,100	151,640	3,430	225,256	19
Rhode Island	96	1,440	0	0	0	0	20	46,000	0	47,556	3
Connecticut	752	2,192	2,618	0	6,400	0	300	39,290	2,488	54,040	8
New York	43,257	43,587	2,912	912	1,610	0	1,904	91,053	12,267	197,502	32
New Jersey	7,748	25,135	880	1,360	0	0	0	19,455	43,139	97,717	18
Pennsylvania	23,693	29,632	16,808	8,117	58,166	432	80	16,044	15,469	168,441	41
North Atlantic	85,628	157,614	39,058	60,389	66,176	432	4,404	364,442	88,371	866,514	135
Total percent	9.9	18.2	4.5	7.0	7.6	.1	.5	42.0	10.2	100.0	--
Ohio	5,440	37,770	22,460	18,516	40,942	0	450	9,500	10,290	145,368	32
Indiana	12,414	16,356	1,187	357,372	45,570	0	532	69,681	84,448	587,560	43
Illinois	44,750	24,138	16,880	230,843	145,320	0	1,026	141,909	31,805	636,671	65
Michigan	17,242	29,778	2,740	2,710	19,136	304	160	5,840	11,085	88,995	21
Wisconsin	13,220	33,316	6,240	11,857	30,406	171	2,820	107,787	11,000	216,817	35
East North Central	93,066	141,358	49,507	621,298	281,374	475	4,988	334,717	148,628	1,675,411	196
Total percent	4.4	6.7	2.3	50.0	13.4	1/	.2	15.9	7.1	100.0	--
Minnesota	3,948	40,912	71,116	277,622	116,339	0	6,488	36,120	24,873	577,418	95
Iowa	7,605	9,425	52,580	258,314	370,025	16	7,657	9,588	31,660	746,870	107
Missouri	18,426	13,154	16,296	148,304	123,776	900	7,753	34,022	46,309	408,940	107
North Dakota	0	1,500	800	22,046	420	0	0	0	8,062	32,828	10
South Dakota	74	5,541	30	70,552	96,005	54	5,465	4,295	5,588	187,604	46
Nebraska	5,488	5,315	29,640	69,762	167,865	0	10,183	16	4,450	292,719	51
Kansas	6,825	12,892	8,156	134,821	88,997	540	2,584	2,043	12,047	268,905	51
West North Central	42,366	88,739	178,618	981,421	963,427	1,510	40,130	86,084	132,989	2,515,284	467
Total percent	1.7	3.5	7.1	39.0	38.3	.1	1.6	3.4	5.3	100.0	--

Continued--

1/ Less than 0.05 percent.

Table 24.--Tonnage of exempt commodities hauled by truckers, by region and State of home office, 1960 --Continued

State and region of home office	Fruits and berries	Vege-tables	Poultry and eggs	Grain	Live-stock	Cotton and wool	Hay and forage	Milk and cream	Other	All commod-ities	Truckers report-ing
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Firms
Delaware	1,725	12,773	13,000	7,443	260	1,768	20	240,000	830	277,819	9
Maryland	8,143	57,360	32,928	2,828	1,248	160	240	14,933	1,888	119,728	17
District of Columbia	0	401	0	0	0	0	0	0	0	401	2
Virginia	15,182	43,314	3,816	8,903	41,721	5,344	80	9,984	7,017	135,361	38
West Virginia ..	9,575	8,130	4,480	2,355	5,304	0	0	1,600	3,392	34,836	13
North Carolina ..	19,754	40,100	3,914	21,410	0	20,144	534	0	10,089	115,945	51
South Carolina ..	15,603	31,176	1,488	1,114	0	5,684	224	0	708	55,997	19
Georgia	5,224	19,876	56,072	39,176	33,040	17,900	858	720	28,717	201,583	34
Florida	334,288	101,777	12,534	12,737	12,000	80	7,353	76,576	55,173	612,518	110
South Atlantic	409,494	314,907	128,232	95,966	93,573	51,080	9,309	343,813	107,814	1554,188	293
Total percent	26.3	20.3	8.3	6.2	6.0	3.3	.6	22.1	6.9	100.0	--
Kentucky	5,040	4,974	600	2,930	23,024	0	3,393	40,215	7,267	87,443	14
Tennessee	7,810	10,886	7,102	5,012	6,747	60,046	0	5,616	8,720	111,939	16
Alabama	4,575	12,344	18,025	42,696	9,120	3,549	0	672	12,634	103,615	14
Mississippi	1,450	690	720	10,060	21,520	17,550	225	11,520	480	64,215	8
Arkansas	26,741	45,096	19,695	287,886	7,517	8,734	100	27,248	272	423,289	27
Louisiana	304	4,016	0	1,020	0	0	0	0	0	5,340	3
Oklahoma	19,187	21,126	10,119	63,810	32,745	5,120	5,403	0	3,394	160,904	34
Texas	33,346	53,398	4,368	141,586	66,409	28,544	4,356	7,400	70,580	409,987	89
South Central	98,453	152,530	60,629	555,000	167,082	123,543	13,477	92,671	103,347	1,366,732	205
Total percent	7.2	11.2	4.4	40.6	12.2	9.0	1.0	6.8	7.6	100.0	--
Montana	1,190	5,919	0	22,555	41,884	3	950	0	11,544	84,045	17
Idaho	2,810	7,762	150	134,289	15,391	10	7,683	11,880	1,568	181,543	16
Wyoming	0	160	0	480	9,256	0	160	0	0	10,056	6
Colorado	1,544	6,612	406	66,540	29,244	0	4,064	864	5,266	114,540	23
New Mexico	0	404	0	2,899	19,670	144	1,420	0	3,208	27,745	9
Arizona	800	1,875	0	1,500	0	198	9,140	0	5,600	19,113	6
Utah	16,677	53,873	948	45,796	11,010	828	368	70	3,565	133,135	29
Nevada	832	2,112	0	12,710	0	1,625	520	0	8,200	25,999	6
Washington	21,681	24,472	748	45,133	3,319	0	3,182	0	14,026	112,561	33
Oregon	7,624	55,081	16	8,292	21,395	0	4,800	40,960	16,438	154,606	25
California	81,560	81,003	1,600	26,354	94,805	25	20,004	100	31,242	336,693	48
Western.......	134,718	239,273	3,868	366,548	245,974	2,833	52,291	53,874	100,657	1,200,036	218
Total percent	11.2	19.9	.3	30.6	20.5	.2	4.4	4.5	8.4	100.0	--

Table 25.--Tonnage of exempt commodities hauled by truckers in interstate and intrastate commerce, by State and region of home office, 1960

State and region of home office	Amount hauled			Percentage of tonnage		Exempt truckers	
	Total	Interstate	Intrastate	Interstate	Intrastate	Total	Reporting only interstate hauls
	Tons	Tons	Tons	Percent	Percent	Firms	Firms
Maine	20,042	18,717	1,325	93.4	6.6	10	5
New Hampshire	50,960	960	50,000	1.9	98.1	2	1
Vermont	5,000	2,400	2,600	48.0	52.0	2	0
Massachusetts	225,256	62,948	162,308	27.9	72.1	19	4
Rhode Island	47,556	37,056	10,500	77.9	22.1	3	2
Connecticut	54,040	48,058	5,982	88.9	11.1	8	4
New York	197,502	105,803	91,699	53.6	46.4	32	8
New Jersey	97,717	74,225	23,492	76.0	24.0	18	5
Pennsylvania	168,441	87,942	80,499	52.2	47.8	41	19
North Atlantic	866,514	438,109	428,405	50.6	49.4	135	48
Ohio	145,368	101,412	43,956	69.8	30.2	32	10
Indiana	587,560	403,491	184,069	68.7	31.3	43	12
Illinois	636,671	213,054	423,617	33.5	66.5	65	13
Michigan	88,995	64,052	24,943	72.0	28.0	21	10
Wisconsin	216,817	70,827	145,990	32.7	67.3	35	6
East North Central	1,675,411	852,836	822,575	50.9	49.1	196	51
Minnesota	577,418	348,985	228,433	60.4	39.6	95	24
Iowa	746,870	296,452	450,418	39.7	60.3	107	24
Missouri	408,940	238,165	170,775	58.2	41.8	107	27
North Dakota	32,828	23,185	9,643	70.6	29.4	10	4
South Dakota	187,604	52,252	135,352	23.3	76.7	46	4
Nebraska	292,719	160,290	132,429	54.8	45.2	51	16
Kansas	268,905	100,827	168,078	37.5	62.5	51	14
West North Central	2,515,284	1,220,156	1,295,128	48.5	51.5	467	113
Delaware	277,819	26,829	250,990	9.7	90.3	9	1
Maryland	119,728	106,760	12,968	89.2	10.8	17	6

Continued--

Table 25.--Tonnage of exempt commodities hauled by truckers in interstate and intrastate commerce, by State and region of home office, 1960--Continued

State and region of home office	Amount hauled			Percentage of tonnage		Exempt truckers	
	Total	Interstate	Intrastate	Interstate	Intrastate	Total	Reporting only interstate hauls
	Tons	Tons	Tons	Percent	Percent	Firms	Firms
Washington, D. C.	401	401	0	100.0	0	2	2
Virginia	135,361	124,418	10,943	91.9	8.1	38	19
West Virginia	34,836	27,420	7,416	78.7	21.3	13	5
North Carolina	115,945	95,515	20,430	82.8	17.2	51	23
South Carolina	55,997	52,793	3,204	94.3	5.7	19	9
Georgia	201,583	116,840	84,743	58.0	42.0	34	15
Florida	612,518	290,892	321,626	47.5	52.5	110	67
South Atlantic	1,554,188	841,868	712,320	54.2	45.8	293	147
Kentucky	87,443	45,323	42,120	51.8	48.2	14	3
Tennessee	111,939	97,322	14,617	86.9	13.1	16	8
Alabama	103,615	56,636	46,979	54.7	45.3	14	7
Mississippi	64,215	41,516	22,699	64.7	35.3	8	5
Arkansas	423,289	400,155	23,134	94.5	5.5	27	13
Louisiana	5,340	4,100	1,240	76.8	23.2	3	1
Oklahoma	160,904	113,628	47,276	70.6	29.4	34	9
Texas	409,987	150,856	259,131	36.8	63.2	89	24
South Central	1,366,732	909,536	457,196	66.5	33.5	205	70
Montana	84,045	26,890	57,155	32.0	68.0	17	2
Idaho	181,543	106,831	74,712	58.8	41.2	16	6
Wyoming	10,056	7,007	3,049	69.7	30.3	6	2
Colorado	114,540	62,344	52,196	54.4	45.6	23	11
New Mexico	27,745	20,533	7,212	74.0	26.0	9	2
Arizona	19,113	11,334	7,779	59.3	40.7	6	3
Utah	133,135	101,207	31,928	76.0	24.0	29	20
Nevada	25,999	17,167	8,832	66.0	34.0	6	2
Washington	112,561	65,213	47,348	57.9	42.1	33	16
Oregon	154,606	73,758	80,848	47.7	52.3	25	14
California	336,693	151,990	184,703	45.1	54.9	48	22
Western	1,200,036	644,274	555,762	53.7	46.3	218	100

Table 26.--Miles traveled by truckers, laden and empty, by State and region of home office, 1960

State and region of home office	Number of truckers	Miles		
		Laden	Empty	Total
Maine	10	562,346	361,662	924,008
New Hampshire	2	943,018	404,150	1,347,168
Vermont	2	30,500	30,500	61,000
Massachusetts	19	2,210,511	1,018,539	3,229,050
Rhode Island	3	607,000	538,000	1,145,000
Connecticut	8	954,202	399,205	1,353,407
New York	32	2,229,733	1,498,581	3,728,314
New Jersey	18	1,241,720	653,906	1,895,626
Pennsylvania	41	5,354,871	2,443,737	7,798,608
North Atlantic	135	14,133,901	7,348,280	21,482,181
Ohio	32	3,398,223	2,177,526	5,575,749
Indiana	43	5,559,914	3,234,198	8,794,112
Illinois	65	6,737,870	3,704,988	10,442,858
Michigan	21	1,944,766	975,340	2,920,106
Wisconsin	35	3,500,994	1,826,002	5,326,996
East North Central	196	21,141,767	11,918,054	33,059,821
Minnesota	95	12,531,345	5,663,916	18,195,261
Iowa	107	12,326,710	5,816,650	18,143,360
Missouri	107	10,211,832	4,306,136	14,517,968
North Dakota	10	771,500	485,500	1,257,000
South Dakota	46	2,045,591	1,173,545	3,219,136
Nebraska	51	5,675,393	2,266,610	7,942,003
Kansas	51	4,403,459	2,599,652	7,003,111
West North Central	467	47,965,830	22,312,009	70,277,839
Delaware	9	1,473,000	647,000	2,120,000
Maryland	17	1,937,948	1,237,865	3,175,813
Washington, D. C.	2	28,500	28,500	57,000
Virginia	38	5,153,718	2,734,677	7,888,395
West Virginia	13	695,502	551,415	1,246,917
North Carolina	51	5,322,804	2,237,518	7,560,322
South Carolina	19	1,767,732	1,020,799	2,788,531
Georgia	34	5,983,000	2,100,576	8,083,576
Florida	110	21,507,053	7,013,091	28,520,144
South Atlantic	293	43,869,257	17,571,441	61,440,698

Continued -

Table 26.--Miles traveled by truckers, laden and empty, by State and region of home office, 1960--Continued

State and region of home office	Number of truckers	Miles		
		Laden	Empty	Total
Kentucky	14	1,329,600	764,450	2,094,050
Tennessee	16	3,764,230	2,785,320	6,549,550
Alabama	14	5,379,380	781,362	6,160,742
Mississippi	8	2,046,500	908,500	2,955,000
Arkansas	27	7,186,943	1,835,771	9,022,714
Louisiana	3	423,000	82,000	505,000
Oklahoma	34	4,531,231	2,419,669	6,950,900
Texas	89	12,220,635	4,746,481	16,967,116
South Central	205	36,881,519	14,323,553	51,205,072
Montana	17	1,169,185	623,775	1,792,960
Idaho	16	924,570	344,027	1,268,597
Wyoming	6	403,808	331,808	735,616
Colorado	23	3,066,583	791,595	3,858,178
New Mexico	9	499,750	270,250	770,000
Arizona	6	1,659,500	396,500	2,056,000
Utah	29	5,121,908	1,186,488	6,308,396
Nevada	6	366,300	195,700	562,000
Washington	33	4,286,117	883,927	5,170,044
Oregon	25	2,158,322	820,053	2,978,375
California	48	10,715,670	4,093,306	14,808,976
Western	218	30,371,713	9,937,429	40,309,142

Table 27.--Major movements of fruits and berries, and vegetables, by region of trucker's home office and State origin of load, 1960

Origin of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
	Fruits and berries						
Maine	2	---	---	1	---	---	3
New Hampshire	2	---	---	---	---	---	2
Vermont	1	---	---	1	---	---	2
Massachusetts	8	---	---	2	---	1	11
Rhode Island	1	---	---	1	---	---	2
Connecticut	---	---	---	1	---	---	1
New York	15	3	1	16	---	1	36
New Jersey	5	---	2	11	---	---	18
Pennsylvania	8	1	---	11	2	---	22
North Atlantic	42	4	3	44	2	2	97
Ohio	---	1	---	3	1	---	5
Indiana	---	2	---	---	1	---	3
Illinois	1	11	---	2	3	---	17
Michigan	1	12	3	5	7	---	28
Wisconsin	1	9	---	---	1	1	12
East North Central	3	35	3	10	13	1	65
Minnesota	1	3	3	---	1	2	10
Iowa	---	1	---	---	1	---	2
Missouri	---	1	6	1	1	---	9
North Dakota	---	1	---	1	1	2	5
South Dakota	---	---	---	---	1	---	1
Nebraska	---	---	---	---	2	---	2
Kansas	---	---	---	---	1	---	1
West North Central	1	6	9	2	8	4	30
Delaware	2	---	1	5	---	---	8
Maryland	2	1	---	6	---	---	9
Virginia	4	3	3	36	4	---	50
West Virginia	---	2	---	9	---	---	11
North Carolina	3	1	---	34	1	---	39
South Carolina	1	1	---	52	3	---	57
Georgia	3	5	---	42	2	---	52
Florida	16	18	5	126	19	2	186
South Atlantic	31	31	9	310	29	2	412

Continued -

Table 27.--Major movements of fruits and berries, and vegetables, by region of trucker's home office and State origin of load, 1960--Continued

Origin of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Kentucky	---	1	---	---	1	---	2
Tennessee	---	1	---	---	3	---	4
Alabama	1	3	---	2	4	---	10
Mississippi	1	1	---	1	2	---	5
Arkansas	---	1	2	1	5	---	9
Louisiana	---	3	1	2	4	---	10
Oklahoma	1	---	1	---	3	---	5
Texas	1	7	15	3	35	6	67
South Central	4	17	19	9	57	6	112
Montana	---	---	---	---	---	3	3
Idaho	---	---	1	---	1	9	11
Wyoming	---	---	---	---	---	1	1
Colorado	---	---	3	---	7	2	12
New Mexico	---	---	---	1	1	3	5
Arizona	---	---	3	---	6	17	26
Utah	---	---	2	---	1	17	20
Nevada	---	---	---	---	---	1	1
Washington	---	---	1	---	6	36	43
Oregon	---	---	1	---	3	16	20
California	---	3	10	3	21	62	99
Western	---	3	21	4	46	167	241
All States	---	---	---	---	1	---	1
Canada	---	---	---	---	---	2	2
Northern States	---	---	---	---	---	---	---
Southern States	---	---	---	2	---	---	2
Midwest States	1	1	---	1	---	---	3
Eastern States	1	---	---	2	---	---	3
Mexico	---	---	---	---	---	---	---
	Total major movements of all truckers						
Total	83	97	64	384	156	184	968
	Vegetables						
Maine	19	2	---	5	---	---	26
New Hampshire	---	---	---	---	---	---	---
Vermont	---	---	---	---	---	---	---
Massachusetts	15	2	---	11	---	1	29
Rhode Island	1	---	---	1	---	---	2
Connecticut	3	---	---	12	---	---	15
New York	42	---	1	46	1	1	91

Continued -

Table 27.--Major movements of fruits and berries, and vegetables, by region of trucker's home office and State origin of load, 1960--Continued

Origin of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
New Jersey	18	3	1	28	---	---	50
Pennsylvania	17	1	---	18	---	---	36
North Atlantic	115	8	2	121	1	2	249
Ohio	1	12	---	6	2	---	21
Indiana	---	5	---	2	---	---	7
Illinois	---	11	1	4	2	---	18
Michigan	2	17	2	11	6	---	38
Wisconsin	---	20	3	2	7	---	32
East North Central	3	65	6	25	17	---	116
Minnesota	---	5	16	1	14	2	38
Iowa	---	1	2	---	2	---	5
Missouri	---	---	7	---	---	---	7
North Dakota	---	3	5	2	7	4	21
South Dakota	---	1	2	---	2	---	5
Nebraska	---	---	6	---	4	4	14
Kansas	---	---	2	---	1	---	3
West North Central	---	10	40	3	30	10	93
Delaware	4	2	---	19	---	---	25
Maryland	5	2	---	13	---	---	20
Virginia	13	9	1	52	---	---	75
West Virginia	---	---	---	2	1	---	3
North Carolina	6	5	---	50	2	---	63
South Carolina	2	4	---	57	2	---	65
Georgia	2	6	---	44	3	---	55
Florida	23	15	3	129	24	1	195
South Atlantic	55	43	4	366	32	1	501
Kentucky	---	---	---	1	---	---	1
Tennessee	1	---	---	1	5	---	7
Alabama	1	5	1	3	6	---	16
Mississippi	1	2	---	1	1	1	6
Arkansas	---	---	2	1	1	---	4
Louisiana	---	4	---	3	6	1	14
Oklahoma	1	---	1	---	2	---	4
Texas	2	9	10	8	44	4	77
South Central	6	20	14	18	65	6	129

Continued -

Table 27.--Major movements of fruits and berries, and vegetables, by region of trucker's home office and State origin of load, 1960--Continued

Origin of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Montana	---	---	---	---	---	7	7
Idaho	---	---	3	---	4	26	33
Wyoming	---	---	---	---	---	1	1
Colorado	---	---	11	---	22	8	41
New Mexico	---	---	1	1	8	4	14
Arizona	---	---	6	1	11	24	42
Utah	---	---	1	---	2	19	22
Nevada	---	---	---	---	---	3	3
Washington	---	1	2	---	2	34	39
Oregon	---	1	1	---	2	25	29
California	---	4	10	7	28	75	124
Western	---	6	35	9	79	226	355
All States	---	---	---	---	1	---	1
Canada	---	1	---	---	---	1	2
Northern States	---	---	---	1	---	---	1
Southern States	---	---	---	---	---	---	---
Midwest States	1	---	---	---	---	---	1
Eastern States	1	---	---	2	---	---	3
Mexico	---	---	---	---	---	1	1
	Total major movements of all truckers						
Total	181	153	101	545	225	247	1,452

Table 28.--Major movements of poultry and eggs, by region of trucker's home office and State origin of load, 1960

Origin of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Maine	2	---	---	---	---	---	2
New Hampshire	2	---	---	---	---	---	2
Vermont	1	---	---	---	---	---	1
Massachusetts	1	---	---	1	---	1	3
Rhode Island	1	---	---	---	---	---	1
Connecticut	3	---	---	1	---	---	4
New York	1	---	---	2	---	1	4
New Jersey	1	---	---	2	---	---	3
Pennsylvania	3	---	---	2	---	---	5
North Atlantic	15	---	---	8	---	2	25
Ohio	---	1	---	1	1	---	3
Indiana	2	3	---	---	---	---	5
Illinois	5	5	---	6	---	---	16
Michigan	---	1	---	1	---	---	2
Wisconsin	2	5	2	5	---	1	15
East North Central	9	15	2	13	1	1	41
Minnesota	5	5	17	5	3	6	41
Iowa	8	9	25	7	4	4	57
Missouri	2	---	7	---	4	---	13
North Dakota	---	1	1	---	---	2	4
South Dakota	1	---	5	---	1	4	11
Nebraska	2	2	5	3	2	1	15
Kansas	---	---	5	---	1	2	8
West North Central	18	17	65	15	15	19	149
Delaware	1	---	---	2	---	1	4
Maryland	1	---	---	3	---	1	5
Virginia	---	---	---	7	---	---	7
West Virginia	---	---	---	2	---	---	2
North Carolina	---	---	---	6	---	---	6
South Carolina	1	---	---	2	---	---	3
Georgia	2	4	---	20	4	---	30
Florida	---	1	---	3	---	---	4
South Atlantic	5	5	---	45	4	2	61

Continued -

Table 28.--Major movements of poultry and eggs, by region of trucker's home office and State origin of load, 1960--Continued

Origin of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Kentucky	---	---	---	---	1	---	1
Tennessee	---	1	---	---	---	---	1
Alabama	2	3	1	5	7	---	18
Mississippi	1	1	1	3	6	---	12
Arkansas	---	1	1	---	12	---	14
Louisiana	---	---	---	1	1	---	2
Oklahoma	---	---	2	---	5	---	7
Texas	1	---	---	3	4	3	11
South Central	4	6	5	12	36	3	66
Montana	---	---	---	---	---	1	1
Idaho	---	---	---	---	---	2	2
Wyoming	---	---	---	---	---	---	---
Colorado	---	---	1	---	1	1	3
New Mexico	---	---	---	---	---	2	2
Arizona	---	---	---	---	---	3	3
Utah	---	---	1	---	---	1	2
Nevada	---	---	---	---	---	1	1
Washington	---	---	---	---	---	2	2
Oregon	---	---	---	---	---	1	1
California	---	1	---	1	---	6	8
Western	---	1	2	1	1	20	25
All States	---	---	---	---	1	1	2
Canada	---	1	---	---	---	1	2
Southern States	---	---	---	---	---	---	---
Midwest States	---	---	---	---	---	---	---
Eastern States	1	---	---	1	---	2	4
	Total major movements of all truckers						
Total	52	45	74	95	58	51	375

Table 29.--Major movements of grain, by region of trucker's home office and State origin of load, 1960

Origin of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Maine	---	---	---	---	---	---	---
New Hampshire	1	---	---	---	---	---	1
Vermont	---	---	---	---	---	---	---
Massachusetts	---	---	---	1	---	---	1
Rhode Island	---	---	---	---	---	---	---
Connecticut	---	---	---	1	---	---	1
New York	4	---	2	2	1	---	9
New Jersey	---	---	1	2	---	---	3
Pennsylvania	1	1	---	3	---	---	5
North Atlantic	6	1	3	9	1	---	20
Ohio	3	6	---	22	1	---	32
Indiana	---	29	---	4	4	---	37
Illinois	---	32	13	4	6	---	55
Michigan	---	2	---	1	1	---	4
Wisconsin	---	5	1	---	---	1	7
East North Central	3	74	14	31	12	1	135
Minnesota	---	2	50	1	2	2	57
Iowa	---	3	62	---	7	3	75
Missouri	---	1	45	1	5	---	52
North Dakota	---	---	34	---	---	4	38
South Dakota	---	---	47	---	3	1	51
Nebraska	---	1	39	---	6	10	56
Kansas	---	---	40	---	10	4	54
West North Central	---	7	317	2	33	24	383
Delaware	---	---	---	4	---	---	4
Maryland	---	---	---	4	---	---	4
Virginia	---	---	1	9	---	---	10
West Virginia	---	---	---	---	---	---	---
North Carolina	---	1	---	19	3	---	23
South Carolina	---	1	---	2	3	---	6
Georgia	---	1	---	10	4	---	15
Florida	---	---	---	2	2	---	4
South Atlantic	---	3	1	50	12	---	66

Continued -

Table 29.--Major movements of grain, by region of trucker's home office and State origin of load, 1960--Continued

Origin of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Kentucky	---	2	---	3	2	---	7
Tennessee	---	2	2	2	3	---	9
Alabama	---	1	---	3	4	---	8
Mississippi	---	1	---	1	6	---	8
Arkansas	---	1	---	2	11	---	14
Louisiana	---	1	---	---	2	---	3
Oklahoma	---	---	7	---	19	2	28
Texas	---	1	5	3	43	6	58
South Central	---	9	14	14	90	8	135
Montana	---	---	5	---	---	22	27
Idaho	---	---	---	---	2	27	29
Wyoming	---	---	---	---	---	2	2
Colorado	---	---	4	---	4	12	20
New Mexico	---	---	---	---	3	6	9
Arizona	---	---	---	1	---	4	5
Utah	---	---	---	---	2	13	15
Nevada	---	---	---	---	---	4	4
Washington	---	---	---	---	---	12	12
Oregon	---	---	---	---	---	12	12
California	---	---	2	1	---	11	14
Western	---	---	11	2	11	125	149
All States	---	---	---	---	1	---	1
Canada	---	---	4	---	---	2	6
Southern States	---	---	---	1	---	---	1
Midwest States	---	---	---	1	---	---	1
Eastern States	---	---	---	1	---	---	1
	Total major movements of all truckers						
Total	9	94	364	111	160	160	898

Table 30.--Major movements of livestock, by region of trucker's home office and State origin of load, 1960

Origin of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Maine	2	---	---	---	---	---	2
New Hampshire	1	---	---	---	---	---	1
Vermont	2	---	---	---	---	---	2
Massachusetts	1	---	---	---	---	---	1
Rhode Island	1	---	---	---	---	---	1
Connecticut	---	---	---	---	---	---	---
New York	3	---	---	---	---	---	3
New Jersey	3	---	---	---	---	---	3
Pennsylvania	2	---	---	---	---	---	2
North Atlantic	15	---	---	---	---	---	15
Ohio	---	4	---	3	---	---	7
Indiana	1	14	2	2	---	---	19
Illinois	2	36	6	1	2	---	47
Michigan	---	---	---	---	---	---	---
Wisconsin	---	20	5	1	---	---	26
East North Central	3	74	13	7	2	---	99
Minnesota	---	---	29	1	---	---	30
Iowa	---	2	69	---	---	---	71
Missouri	---	1	56	1	6	---	64
North Dakota	---	---	9	---	1	---	10
South Dakota	---	---	53	---	---	---	53
Nebraska	---	---	48	---	3	---	51
Kansas	---	---	35	---	7	---	42
West North Central	---	3	299	2	17	---	321
Delaware	1	---	---	---	---	---	1
Maryland	2	---	---	1	---	---	3
Washington, D. C.	---	---	---	---	---	---	---
Virginia	1	---	1	6	---	---	8
West Virginia	1	---	---	1	---	---	2
North Carolina	---	---	---	3	---	---	3
South Carolina	---	---	---	3	---	---	3
Georgia	---	---	---	3	---	---	3
Florida	---	---	---	2	---	---	2
South Atlantic	5	---	1	19	---	---	25

Continued -

Table 30.--Major movements of livestock, by region of trucker's home office and State origin of load, 1960--Continued

Origin of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Kentucky	---	1	---	2	5	---	8
Tennessee	---	---	---	5	2	---	7
Alabama	---	---	---	3	1	---	4
Mississippi	---	1	4	1	3	---	9
Arkansas	---	---	6	---	3	---	9
Louisiana	---	---	4	---	3	---	7
Oklahoma	---	---	13	---	9	---	22
Texas	---	---	12	---	23	---	35
South Central	---	2	39	11	49	---	101
Montana	---	---	5	---	7	---	12
Idaho	---	---	---	---	6	4	10
Wyoming	---	---	5	---	8	---	13
Colorado	---	---	9	---	7	---	16
New Mexico	---	---	5	---	12	2	19
Arizona	---	---	---	---	2	3	5
Utah	---	---	---	---	4	1	5
Nevada	---	---	---	---	2	3	5
Washington	---	---	---	---	---	6	6
Oregon	---	---	---	---	1	4	5
California	---	---	---	---	---	4	4
Western	---	---	24	---	49	27	100
Canada	---	---	2	---	1	---	3
	Total major movements of all truckers						
Total	23	79	378	39	118	27	664

Table 31.--Major movements of cotton and wool, by region of trucker's home office and State origin of load, 1960

Origin of load 1/	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Ohio	---	---	---	2	---	---	2
Indiana	---	---	---	1	---	---	1
Illinois	---	---	---	1	---	---	1
Michigan	---	2	---	1	---	---	3
Wisconsin	---	2	---	---	---	---	2
East North Central	---	4	---	5	---	---	9
Minnesota	---	---	---	---	1	---	1
Missouri	---	---	1	---	3	---	4
South Dakota	---	---	2	---	---	---	2
West North Central	---	---	3	---	4	---	7
Maryland	---	---	---	1	---	---	1
North Carolina	1	---	---	2	2	---	5
South Carolina	---	---	---	5	2	---	7
Georgia	---	---	---	3	2	---	5
South Atlantic	1	---	---	11	6	---	18
Kentucky	---	---	---	1	---	---	1
Tennessee	---	---	1	2	4	---	7
Alabama	---	---	---	1	4	---	5
Mississippi	---	---	---	1	3	---	4
Arkansas	---	---	1	1	6	---	8
Louisiana	---	---	---	---	2	---	2
Oklahoma	---	---	---	---	3	---	3
Texas	---	1	---	---	5	---	6
South Central	---	1	2	6	27	---	36
Montana	---	---	---	---	---	1	1
New Mexico	---	---	---	---	---	1	1
Arizona	---	---	---	---	---	2	2
Nevada	---	---	---	---	---	1	1
California	---	---	---	1	1	1	3
Western	---	---	---	1	1	6	8
	Total major movements of all truckers						
Total	1	5	5	23	38	6	78

1/ There were no major movements in States in the North Atlantic region and in Iowa, North Dakota, Nebraska, Kansas, Delaware, Washington, D. C., Virginia, West Virginia, and Florida.

Table 32.--Major movements of hay and forage by region of trucker's home office and State origin of load, 1960

Origin of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Maine	---	---	---	---	---	---	---
New Hampshire	1	---	---	---	---	---	1
Vermont	2	---	---	---	---	---	2
Massachusetts	1	---	---	1	---	---	2
Rhode Island	---	---	---	---	---	---	---
Connecticut	---	---	---	---	---	---	---
New York	5	---	---	3	1	---	9
New Jersey	---	---	---	1	---	---	1
Pennsylvania	1	---	---	2	---	---	3
North Atlantic	10	---	---	7	1	---	18
Ohio	---	3	---	6	1	---	10
Indiana	---	3	---	1	1	---	5
Illinois	---	3	---	2	---	---	5
Michigan	---	2	---	5	---	---	7
Wisconsin	---	4	---	---	---	---	4
East North Central	---	15	---	14	2	---	31
Minnesota	---	---	4	---	---	---	4
Iowa	---	---	4	---	---	---	4
Missouri	---	---	9	---	1	---	10
North Dakota	---	---	---	---	---	---	---
South Dakota	---	---	5	---	---	---	5
Nebraska	---	---	8	---	4	---	12
Kansas	---	1	10	---	6	1	18
West North Central	---	1	40	---	11	1	53
Delaware	---	---	---	---	---	---	---
Maryland	---	---	---	1	---	---	1
Washington, D.C.	---	---	---	---	---	---	---
Virginia	---	---	---	2	---	---	2
West Virginia	---	---	---	---	---	---	---
North Carolina	---	---	---	3	---	---	3
South Carolina	---	---	---	1	---	---	1
Georgia	---	---	---	3	---	---	3
Florida	---	---	---	1	---	---	1
South Atlantic	---	---	---	11	---	---	11

Continued -

Table 32.--Major movements of hay and forage by region of trucker's home office and State origin of load, 1960--Continued

Origin of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Kentucky	---	---	---	---	---	---	---
Tennessee	---	---	1	---	---	---	1
Alabama	1	---	---	---	---	---	1
Mississippi	1	---	---	---	1	---	2
Arkansas	---	---	1	---	---	---	1
Louisiana	---	---	---	---	---	---	---
Oklahoma	1	---	---	---	4	2	7
Texas	1	---	---	1	3	1	6
South Central	4	---	2	1	8	3	18
Montana	---	---	---	---	---	2	2
Idaho	---	---	---	---	---	3	3
Wyoming	---	---	---	---	---	---	---
Colorado	---	---	---	---	1	4	5
New Mexico	---	---	---	---	---	3	3
Arizona	---	---	---	---	---	2	2
Utah	---	---	---	---	---	2	2
Nevada	---	---	---	---	---	1	1
Washington	---	---	---	---	---	4	4
Oregon	---	---	---	---	---	3	3
California	---	---	---	---	1	5	6
Western	---	---	---	---	2	29	31
Canada	3	---	---	---	---	---	3
Midwest States	1	---	---	---	---	---	1
Eastern States	1	---	---	---	---	---	1
	Total major movements of all truckers						
Total	19	16	42	33	24	33	167

Table 33.--Major movements of milk and cream, by region of trucker's home office and State origin of load, 1960

Origin of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Maine	1	---	---	---	---	---	1
New Hampshire	3	---	---	---	---	---	3
Vermont	3	---	---	---	---	---	3
Massachusetts	2	---	---	---	---	---	2
Rhode Island	2	---	---	---	---	---	2
Connecticut	4	---	---	---	---	---	4
New York	8	---	---	1	---	---	9
New Jersey	1	---	---	1	---	---	2
Pennsylvania	3	---	---	3	---	---	6
North Atlantic	27	---	---	5	---	---	32
Ohio	---	3	---	---	---	---	3
Indiana	---	4	---	---	---	---	4
Illinois	2	7	2	1	---	---	12
Michigan	1	1	---	---	---	---	2
Wisconsin	---	17	3	4	2	---	26
East North Central	3	32	5	5	2	---	47
Minnesota	---	1	6	---	1	---	8
Iowa	---	2	4	---	1	---	7
Missouri	---	---	1	---	1	---	2
North Dakota	---	---	---	---	---	---	---
South Dakota	---	---	2	---	---	---	2
Nebraska	---	---	1	---	---	---	1
Kansas	---	---	---	---	---	---	---
West North Central	---	3	14	---	3	---	20
Delaware	---	---	---	1	---	---	1
Maryland	---	---	---	2	---	---	2
Washington, D.C.	---	---	---	---	---	---	---
Virginia	---	---	---	2	---	---	2
West Virginia	---	---	---	---	---	---	---
North Carolina	---	---	---	---	---	---	---
South Carolina	---	---	---	---	---	---	---
Georgia	---	---	---	1	---	---	1
Florida	---	---	---	---	---	---	---
South Atlantic	---	---	---	6	---	---	6

Continued-

Table 33.--Major movements of milk and cream, by region of trucker's home office and State origin of load, 1960--Continued

Origin of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Kentucky	---	---	---	---	3	---	3
Tennessee	---	---	---	2	2	---	4
Alabama	---	---	---	---	---	---	---
Mississippi	---	---	---	1	1	---	2
Arkansas	---	---	---	---	1	---	1
Louisiana	---	---	---	1	---	---	1
Oklahoma	---	---	1	---	---	---	1
Texas	---	---	1	1	---	---	2
South Central	---	---	2	5	7	---	14
Montana	---	---	---	---	---	---	---
Idaho	---	---	---	---	---	---	---
Wyoming	---	---	---	---	---	---	---
Colorado	---	---	---	---	---	---	---
New Mexico	---	---	---	---	---	---	---
Arizona	---	---	---	---	---	---	---
Utah	---	---	---	---	---	---	---
Nevada	---	---	---	---	---	---	---
Washington	---	---	---	---	---	---	---
Oregon	---	---	---	---	---	2	2
California	---	---	---	---	---	---	---
Western	---	---	---	---	---	2	2
Canada	---	---	---	---	---	---	---
Midwest States	---	---	---	---	---	---	---
Eastern States	---	---	---	---	---	---	---
	Total major movements of all truckers						
Total	30	35	21	21	12	2	121

Table 34.--Major movements of other exempt commodities by region of trucker's home office and State origin of load, 1960

Origin of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Maine	7	1	--	--	--	--	8
New Hampshire	1	--	--	--	--	--	1
Vermont	2	--	--	--	--	--	2
Massachusetts	9	5	1	4	--	2	21
Rhode Island	2	2	1	--	--	--	5
Connecticut	4	--	--	1	--	--	5
New York	7	3	3	12	--	3	28
New Jersey	7	1	1	3	--	1	13
Pennsylvania	7	--	2	5	--	--	14
North Atlantic	46	12	8	25	--	6	97
Ohio	--	3	--	4	--	--	7
Indiana	--	5	1	--	--	--	6
Illinois	--	9	12	2	--	1	24
Michigan	1	5	--	1	--	--	7
Wisconsin	--	4	1	--	--	--	5
East North Central	1	26	14	7	--	1	49
Minnesota	--	1	9	--	--	--	10
Iowa	--	2	11	--	--	--	13
Missouri	--	1	25	--	--	--	26
North Dakota	--	--	1	1	--	--	2
South Dakota	--	--	6	--	--	--	6
Nebraska	--	2	5	--	--	1	8
Kansas	--	1	12	--	1	--	14
West North Central	--	7	69	1	1	1	79
Delaware	--	--	--	1	--	--	1
Maryland	1	--	1	6	--	--	8
Washington, D. C.	--	--	--	--	--	--	--
Virginia	1	--	--	8	--	--	9
West Virginia	--	--	--	3	--	--	3
North Carolina	--	1	--	8	--	--	9
South Carolina	--	--	--	2	--	--	2
Georgia	1	1	--	8	2	--	12
Florida	--	3	--	16	--	--	19
South Atlantic	3	5	1	52	2	--	63
Kentucky	--	3	--	--	1	--	4
Tennessee	--	--	--	3	2	--	5
Alabama	2	2	1	3	2	--	10
Mississippi	1	1	1	--	1	--	4

Continued--

Table 34.--Major movements of other exempt commodities by region of trucker's home office and State origin of load, 1960--Continued

Origin of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Arkansas	--	--	--	--	3	--	3
Louisiana	1	1	1	2	4	--	9
Oklahoma	1	--	2	--	2	--	5
Texas	1	--	1	3	6	1	12
South Central	6	7	6	11	21	1	52
Montana	--	--	--	--	--	6	6
Idaho	--	--	--	--	--	1	1
Wyoming	--	--	--	--	--	--	--
Colorado	--	--	--	--	--	2	2
New Mexico	--	--	--	--	1	--	1
Arizona	--	--	1	--	--	2	3
Utah	--	--	--	--	--	3	3
Nevada	--	--	--	--	--	--	--
Washington	--	1	--	1	--	12	14
Oregon	--	--	--	--	--	11	11
California	--	1	--	--	--	8	9
Western	--	2	1	1	1	45	50
All States	--	--	--	--	--	--	--
Canada	1	--	--	1	--	1	3
Northern States	--	1	--	--	--	--	1
Southern States	--	--	--	--	--	--	--
Midwest States	1	1	--	--	--	--	2
Eastern States	1	--	--	1	--	--	2
	Total major movements of all truckers						
Total	59	61	99	99	25	55	398

Table 35.--Major movements of other exempt commodities by region of trucker's home office and State destination of load, 1960

Destination of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Maine	4	--	--	1	--	--	5
New Hampshire	3	--	--	--	--	--	3
Vermont	3	--	--	--	--	--	3
Massachusetts	9	--	--	7	--	--	16
Rhode Island	3	--	--	--	--	--	3
Connecticut	7	--	--	1	--	--	8
New York	13	4	--	13	1	1	32
New Jersey	8	--	--	6	1	--	15
Pennsylvania	7	1	--	12	--	--	20
North Atlantic	57	5	--	40	2	1	105
Ohio	4	8	--	8	--	--	20
Indiana	--	10	--	3	--	--	13
Illinois	2	17	9	5	--	1	34
Michigan	1	8	1	5	--	1	16
Wisconsin	2	10	4	1	--	--	17
East North Central	9	53	14	22	--	2	100
Minnesota	1	5	11	--	--	--	17
Iowa	1	1	14	1	--	1	18
Missouri	2	1	27	3	3	--	36
North Dakota	--	--	2	--	--	--	2
South Dakota	--	--	12	--	--	--	12
Nebraska	1	1	14	--	--	--	16
Kansas	--	--	12	--	--	--	12
West North Central	5	8	92	4	3	1	113
Delaware	--	--	--	2	--	--	2
Maryland	3	--	--	5	1	--	9
Washington, D. C.	1	--	--	2	--	--	3
Virginia	--	1	--	6	1	--	8
West Virginia	2	--	--	3	--	--	5
North Carolina	2	4	--	10	1	--	17
South Carolina	1	2	--	4	--	--	7
Georgia	1	1	1	9	2	--	14
Florida	3	5	--	17	--	--	25
South Atlantic	13	13	1	58	5	--	90
Kentucky	--	6	--	2	2	--	10
Tennessee	--	2	1	3	3	--	9
Alabama	3	--	1	4	1	--	9
Mississippi	--	--	--	--	1	--	1

Continued--

Table 35.--Major movements of other exempt commodities by region of trucker's home office and State destination of load, 1960--Continued

Destination of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Arkansas	--	--	3	--	1	--	4
Louisiana	--	2	2	3	1	--	8
Oklahoma	--	1	2	1	2	--	6
Texas	--	2	3	3	6	--	14
South Central	3	13	12	16	17	--	61
Montana	--	--	1	1	--	5	7
Idaho	--	--	--	--	--	4	4
Wyoming	--	--	--	--	--	--	--
Colorado	--	--	1	1	1	2	5
New Mexico	--	--	--	--	1	1	2
Arizona	--	--	--	--	--	2	2
Utah	--	--	--	1	--	3	4
Nevada	--	--	--	--	--	3	3
Washington	--	--	1	--	--	5	6
Oregon	--	1	1	1	--	8	11
California	--	1	3	1	1	12	18
Western	--	2	7	5	3	45	62
All States	--	--	--	1	1	--	2
Canada	1	--	1	--	1	--	3
Northern States	--	1	--	1	--	--	2
Southern States	--	--	--	1	--	--	1
Midwest States	--	1	2	1	--	--	4
Eastern States	1	--	1	--	--	1	3
	Total major movements of all truckers						
Total	89	96	130	149	32	50	546

Table 36.--Major movements of fruits and berries, by region of trucker's home office and State destination of load, 1960

Destination of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Maine	5	--	--	9	--	--	14
New Hampshire	1	--	--	3	--	--	4
Vermont	2	--	--	5	--	--	7
Massachusetts	12	1	--	36	--	2	51
Rhode Island	1	--	--	5	--	--	6
Connecticut	3	--	--	14	--	1	18
New York	25	3	2	97	3	4	134
New Jersey	9	--	--	33	1	--	43
Pennsylvania	20	3	--	58	--	4	85
North Atlantic	78	7	2	260	4	11	362
Ohio	4	21	3	40	5	3	76
Indiana	1	15	--	7	2	2	27
Illinois	4	23	7	32	7	4	77
Michigan	--	22	2	13	6	2	45
Wisconsin	2	13	4	6	3	1	29
East North Central	11	94	16	98	23	12	254
Minnesota	1	7	12	5	12	7	44
Iowa	--	4	18	2	12	6	42
Missouri	--	6	9	3	4	2	24
North Dakota	--	1	3	--	2	4	10
South Dakota	--	--	5	1	1	3	10
Nebraska	--	--	10	2	5	8	25
Kansas	--	2	7	--	9	7	25
West North Central	1	20	64	13	45	37	180
Delaware	1	--	--	2	--	--	3
Maryland	6	2	--	32	--	--	40
Washington, D. C.	1	--	--	6	--	1	8
Virginia	--	--	--	24	1	--	25
West Virginia	--	4	--	5	--	--	9
North Carolina	--	2	--	24	3	--	29
South Carolina	--	1	--	18	4	--	23
Georgia	2	3	--	19	5	--	29
Florida	1	3	--	28	4	--	36
South Atlantic	11	15	--	158	17	1	202
Kentucky	1	6	--	1	3	--	11
Tennessee	1	2	--	7	9	--	19
Alabama	--	3	--	10	5	--	18
Mississippi	--	1	--	3	2	--	6

Continued--

Table 36.--Major movements of fruits and berries, by region of trucker's home office and State destination of load, 1960--Continued

Destination of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Arkansas	1	--	--	1	7	--	9
Louisiana	--	3	--	6	9	--	18
Oklahoma	--	--	--	1	13	2	16
Texas	--	4	--	13	29	5	51
South Central ..	3	19	--	42	77	7	148
Montana	--	--	1	2	--	14	17
Idaho	--	--	--	--	--	9	9
Wyoming	--	--	--	--	--	2	2
Colorado	--	3	--	2	6	8	19
New Mexico	--	2	--	--	3	1	6
Arizona	--	2	--	--	--	5	7
Utah	--	2	--	--	1	8	11
Nevada	--	2	--	--	--	4	6
Washington	--	--	--	3	1	25	29
Oregon	--	--	--	1	1	17	19
California	--	2	1	5	8	40	56
Western	--	13	2	13	20	133	181
United States	--	--	--	1	1	--	2
Canada	4	2	--	17	3	8	34
Northern States	1	1	1	4	1	--	8
Southern States	--	1	--	2	--	--	3
Midwest States	--	2	--	4	1	1	8
Eastern States	1	1	--	6	--	2	10
	Total major movements of all truckers						
Total	110	175	85	618	192	212	1392

Table 37.--Major movements of vegetables, by region of trucker's home office and State destination of load, 1960

Destination of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Maine	4	--	--	8	--	--	12
New Hampshire	3	--	--	4	--	--	7
Vermont	1	--	--	5	--	--	6
Massachusetts	24	1	1	46	1	2	75
Rhode Island	5	--	--	8	--	--	13
Connecticut	12	--	--	20	1	1	34
New York	39	5	1	106	4	4	159
New Jersey	19	1	--	33	1	--	54
Pennsylvania	34	8	1	71	5	4	123
North Atlantic	141	15	3	301	12	11	483
Ohio	17	27	6	46	12	5	113
Indiana	8	18	2	9	2	3	42
Illinois	9	24	16	37	12	4	102
Michigan	1	26	2	19	6	2	56
Wisconsin	1	17	5	8	5	1	37
East North Central	36	112	31	119	37	15	350
Minnesota	--	3	13	7	6	4	33
Iowa	--	4	13	1	4	4	26
Missouri	--	9	16	4	7	1	37
North Dakota	--	1	5	--	1	4	11
South Dakota	--	--	9	1	--	2	12
Nebraska	--	2	15	1	2	8	28
Kansas	--	2	12	--	9	5	28
West North Central	--	21	83	14	29	28	175
Delaware	3	--	--	3	--	--	6
Maryland	13	3	--	43	2	--	61
Washington, D. C.	3	--	--	18	--	1	22
Virginia	5	3	--	29	2	--	39
West Virginia	3	6	--	10	2	1	22
North Carolina	7	2	--	41	5	--	55
South Carolina	4	3	--	35	5	--	47
Georgia	9	9	--	40	8	--	66
Florida	10	6	--	44	10	2	72
South Atlantic	57	32	--	263	34	4	390
Kentucky	1	9	2	3	9	--	24
Tennessee	2	12	4	9	18	--	45
Alabama	3	10	1	13	16	--	43
Mississippi	--	2	--	5	10	1	18

Continued--

Table 37.--Major movements of vegetables, by region of trucker's home office and State destination of load, 1960--Continued

Destination of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Arkansas	1	2	1	--	15	--	19
Louisiana	--	4	1	8	16	1	30
Oklahoma	--	1	3	--	17	1	22
Texas	--	7	4	16	42	11	80
South Central ...	7	47	16	54	143	14	281
Montana	--	--	--	1	--	14	15
Idaho	--	--	--	--	--	14	14
Wyoming	--	--	--	--	--	3	3
Colorado	--	2	1	2	7	9	21
New Mexico	--	1	--	--	3	2	6
Arizona	--	1	--	1	1	8	11
Utah	--	1	--	--	2	14	17
Nevada	--	1	--	--	--	3	4
Washington	--	--	--	2	1	35	38
Oregon	--	--	--	1	1	22	24
California	--	1	1	8	6	47	63
Western	--	7	2	15	21	171	216
United States	1	--	--	1	1	--	3
Canada	5	1	1	13	--	13	33
Northern States	2	1	--	2	1	--	6
Southern States	--	1	--	3	1	--	5
Midwest States	--	2	1	5	--	1	9
Eastern States	4	1	1	9	--	2	17
	Total major movements of all truckers						
Total	253	240	138	799	279	259	1968

Table 38.--Major movements of poultry and eggs, by region of trucker's home office and State destination of load, 1960

Destination of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Maine	2	--	--	1	--	--	3
New Hampshire	1	--	--	1	--	--	2
Vermont	1	--	--	1	--	--	2
Massachusetts	7	1	6	7	--	1	22
Rhode Island	2	--	2	1	--	--	5
Connecticut	3	--	4	4	--	--	11
New York	15	5	18	23	3	1	65
New Jersey	8	2	7	12	--	--	29
Pennsylvania	8	4	11	16	1	--	40
North Atlantic	47	12	48	66	4	2	179
Ohio	--	5	6	3	3	--	17
Indiana	--	5	2	2	1	--	10
Illinois	--	2	10	5	9	--	26
Michigan	1	6	3	2	7	--	19
Wisconsin	--	1	--	2	--	--	3
East North Central	1	19	21	14	20	--	75
Minnesota	--	1	5	--	2	--	8
Iowa	--	1	6	--	4	--	11
Missouri	--	1	5	--	5	--	11
North Dakota	--	1	--	--	--	1	2
South Dakota	--	--	--	--	1	--	1
Nebraska	--	--	4	--	4	1	9
Kansas	--	1	3	--	2	1	7
West North Central	--	5	23	--	18	3	49
Delaware	1	1	1	2	--	--	5
Maryland	2	2	6	7	--	--	17
Washington, D. C.	1	--	4	--	--	--	5
Virginia	1	--	4	5	--	--	10
West Virginia	--	1	--	2	--	--	3
North Carolina	--	1	3	6	1	--	11
South Carolina	--	2	3	5	1	--	11
Georgia	--	3	--	5	--	--	8
Florida	--	4	1	16	5	1	27
South Atlantic	5	14	22	48	7	1	97
Kentucky	--	2	--	1	1	--	4
Tennessee	--	3	--	--	2	--	5
Alabama	1	4	--	--	1	--	6
Mississippi	--	--	1	--	--	--	1

Continued--

Table 38.--Major movements of poultry and eggs, by region of trucker's home office and State destination of load, 1960--Continued

Destination of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Arkansas	--	--	1	--	2	--	3
Louisiana	--	2	2	--	2	1	7
Oklahoma	--	--	2	--	1	--	3
Texas	--	3	3	1	7	3	17
South Central	1	14	9	2	16	4	46
Montana	--	--	1	--	--	2	3
Idaho	--	--	--	--	--	3	3
Wyoming	--	--	--	--	--	--	--
Colorado	--	2	2	--	5	2	11
New Mexico	--	1	--	--	--	2	3
Arizona	--	1	--	--	2	2	5
Utah	--	1	--	--	2	2	5
Nevada	--	1	--	--	--	--	1
Washington	--	--	--	--	1	4	5
Oregon	--	--	--	--	2	3	5
California	--	2	5	2	14	9	32
Western	--	8	8	2	26	29	73
All States	--	--	--	--	1	--	1
Canada	--	1	--	1	--	--	2
Northern States	--	1	--	1	--	--	2
Southern States	--	2	--	2	1	--	5
Midwest States	--	1	--	2	--	--	3
Eastern States	1	2	3	1	--	1	8
	Total major movements of all truckers						
Total	55	79	134	139	93	40	540

Table 39.--Major movements of grain, by region of trucker's home office and State destination of load, 1960

Destination of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Maine	--	1	--	1	--	--	2
New Hampshire	1	--	--	--	--	--	1
Vermont	--	--	--	1	--	--	1
Massachusetts	--	--	--	3	--	--	3
Rhode Island	--	--	1	--	--	--	1
Connecticut	--	--	--	2	--	--	2
New York	1	--	--	3	--	--	4
New Jersey	2	--	--	4	--	--	6
Pennsylvania	3	3	1	5	--	--	12
North Atlantic ..	7	4	2	19	--	--	32
Ohio	--	9	3	2	1	--	15
Indiana	--	8	4	2	1	--	15
Illinois	--	26	33	3	3	1	66
Michigan	--	3	3	--	1	--	7
Wisconsin	--	9	34	--	--	--	43
East North Central	--	55	77	7	6	1	146
Minnesota	--	1	60	--	--	2	63
Iowa	--	2	34	1	2	--	39
Missouri	--	4	61	--	3	1	69
North Dakota	--	--	7	--	--	2	9
South Dakota	--	--	25	--	--	1	26
Nebraska	--	1	22	--	--	7	30
Kansas	--	--	24	--	1	2	27
West North Central	--	8	233	1	6	15	263
Delaware	3	1	--	5	--	--	9
Maryland	2	--	--	6	--	--	8
Washington, D. C. ...	--	--	--	--	--	--	--
Virginia	1	3	--	14	--	--	18
West Virginia	--	1	1	2	--	--	4
North Carolina	1	2	--	20	5	--	28
South Carolina	1	2	--	10	5	--	18
Georgia	--	8	--	8	7	--	23
Florida	1	4	1	17	5	1	29
South Atlantic ..	9	21	2	82	22	1	137
Kentucky	--	20	1	--	3	--	24
Tennessee	--	8	2	4	8	--	22
Alabama	--	5	2	3	7	1	18
Mississippi	--	3	4	1	5	--	13

Continued--

Table 39.--Major movements of grain, by region of trucker's home office and State destination of load, 1960--Continued

Destination of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Arkansas	--	--	19	--	13	--	32
Louisiana	--	2	2	--	8	1	13
Oklahoma	--	--	21	1	6	1	29
Texas	--	3	21	1	45	5	75
South Central	--	41	72	10	95	8	226
Montana	--	--	6	--	--	7	13
Idaho	--	--	2	--	--	12	14
Wyoming	--	--	3	--	--	1	4
Colorado	--	1	8	--	3	8	20
New Mexico	--	1	--	--	1	3	5
Arizona	--	1	2	--	6	9	18
Utah	--	1	3	--	3	14	21
Nevada	--	1	--	--	--	4	5
Washington	--	--	2	--	--	11	13
Oregon	--	--	1	--	3	16	20
California	--	1	3	1	17	42	64
Western	--	6	30	1	33	127	197
All States	--	--	--	--	2	--	2
Canada	--	--	2	1	1	--	4
Northern States	--	1	--	--	--	--	1
Southern States	--	1	--	--	--	--	1
Midwest States	--	1	1	1	--	--	3
Eastern States	--	1	1	--	--	--	2
	Total major movements of all truckers						
Total	16	139	420	122	165	152	1014

Table 40.--Major movements of livestock, by region of trucker's home office and State destination, 1960

Destination of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Maine	--	--	--	--	--	--	--
New Hampshire	--	--	1	--	--	--	1
Vermont	--	--	--	--	--	--	--
Massachusetts	1	1	--	1	--	--	3
Rhode Island	--	--	--	--	--	--	--
Connecticut	2	1	--	--	--	--	3
New York	2	6	1	3	--	--	12
New Jersey	2	6	--	3	--	--	11
Pennsylvania	3	7	2	5	--	--	17
North Atlantic	10	21	4	12	--	--	47
Ohio	1	16	3	5	1	--	26
Indiana	--	17	7	3	2	--	29
Illinois	--	24	61	1	3	--	89
Michigan	--	2	2	3	1	--	8
Wisconsin	--	19	14	--	--	--	33
East North Central	1	78	87	12	7	--	185
Minnesota	--	3	41	--	--	2	46
Iowa	--	11	73	--	1	3	88
Missouri	--	6	54	--	6	--	66
North Dakota	--	--	3	--	--	1	4
South Dakota	--	1	44	--	3	2	50
Nebraska	--	1	62	--	--	5	68
Kansas	--	--	33	--	9	4	46
West North Central	--	22	310	--	19	17	368
Delaware	2	--	--	--	--	--	2
Maryland	3	4	1	5	--	--	13
Washington, D. C.	--	--	--	--	--	--	--
Virginia	3	4	2	6	1	--	16
West Virginia	1	1	--	1	--	--	3
North Carolina	1	2	--	1	--	--	4
South Carolina	1	--	--	--	1	--	2
Georgia	1	--	--	2	2	--	5
Florida	--	1	2	3	3	--	9
South Atlantic	12	12	5	18	7	--	54
Kentucky	--	6	1	--	1	--	8
Tennessee	1	3	4	1	3	--	12
Alabama	--	--	2	--	1	--	3
Mississippi	--	--	3	--	1	--	4

Continued--

Table 40.--Major movements of livestock, by region of trucker's home office and State destination, 1960--Continued

Destination of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Arkansas	--	--	3	--	4	--	7
Louisiana	--	--	1	--	2	--	3
Oklahoma	--	--	8	--	11	1	20
Texas	--	--	8	1	16	5	30
South Central	1	9	30	2	39	6	87
Montana	--	--	--	--	--	7	7
Idaho	--	--	--	--	--	6	6
Wyoming	--	--	2	--	--	4	6
Colorado	--	--	22	--	5	9	36
New Mexico	--	--	1	--	4	5	10
Arizona	--	--	1	--	1	2	4
Utah	--	--	--	--	--	4	4
Nevada	--	--	--	--	--	3	3
Washington	--	--	--	--	--	5	5
Oregon	--	--	1	--	--	10	11
California	--	--	2	--	2	11	15
Western	--	--	29	--	12	66	107
All States	--	--	1	--	--	--	1
Canada	--	--	1	--	--	1	2
	Total major movements of all truckers						
Total	24	142	467	44	84	90	851

Table 41.--Major movements of cotton and wool, by region of trucker's home office and State destination, 1960

Destination of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Maine	--	--	--	--	--	--	--
New Hampshire	--	--	--	--	--	--	--
Vermont	--	--	--	--	--	--	--
Massachusetts	--	1	--	--	--	--	1
Rhode Island	--	--	--	--	--	--	--
Connecticut	--	--	--	--	--	--	--
New York	--	1	--	--	--	--	1
New Jersey	--	--	--	--	--	--	--
Pennsylvania	1	--	--	1	--	--	2
North Atlantic	1	2	--	1	--	--	4
Ohio	--	--	--	--	--	--	--
Indiana	--	--	--	--	--	--	--
Illinois	--	1	1	--	--	--	2
Michigan	--	--	--	--	--	--	--
Wisconsin	--	1	1	--	--	--	2
East North Central	--	2	2	--	--	--	4
Minnesota	--	--	1	--	--	--	1
Iowa	--	--	--	--	--	--	--
Missouri	--	--	1	--	--	--	1
North Dakota	--	--	--	--	--	--	--
South Dakota	--	--	1	--	--	--	1
Nebraska	--	--	--	--	--	--	--
Kansas	--	--	1	--	--	--	1
West North Central	--	--	4	--	--	--	4
Delaware	--	--	--	--	--	--	--
Maryland	--	1	--	--	--	--	1
Washington, D. C.	--	--	--	--	--	--	--
Virginia	--	--	--	1	1	--	2
West Virginia	--	--	--	--	--	--	--
North Carolina	--	--	--	6	5	--	11
South Carolina	--	--	--	5	5	--	10
Georgia	--	--	--	6	7	--	13
Florida	--	--	--	1	--	--	1
South Atlantic	--	1	--	19	18	--	38
Kentucky	--	--	--	--	--	--	--
Tennessee	--	--	--	1	5	--	6
Alabama	--	--	--	--	3	--	3
Mississippi	--	--	--	1	2	--	3

Continued--

Table 41.--Major movements of cotton and wool, by region of trucker's home office and State destination, 1960--Continued

Destination of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Arkansas	--	--	1	--	4	--	5
Louisiana	--	--	--	--	3	--	3
Oklahoma	--	--	1	--	1	--	2
Texas	--	--	--	--	8	--	8
South Central	--	--	2	2	26	--	30
Montana	--	--	--	--	--	1	1
Idaho	--	--	--	--	--	1	1
Wyoming	--	--	--	--	--	--	--
Colorado	--	--	--	--	--	--	--
New Mexico	--	--	--	--	--	2	2
Arizona	--	--	--	--	--	--	--
Utah	--	--	--	--	--	--	--
Nevada	--	--	--	--	--	--	--
Washington	--	--	--	--	--	--	--
Oregon	--	--	--	--	--	1	1
California	--	--	--	--	--	1	1
Western	--	--	--	--	--	6	6
All States	--	--	--	--	--	--	--
Canada	--	--	--	--	--	--	--
	Total major movements of all truckers						
Total	1	5	8	22	44	6	86

Table 42.--Major movements of hay and forage, by region of trucker's home office and State destination of load, 1960

Destination of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Maine	--	--	--	--	--	--	--
New Hampshire	2	--	--	--	--	--	2
Vermont	--	--	--	--	--	--	--
Massachusetts	4	--	--	--	--	--	4
Rhode Island	2	--	--	--	--	--	2
Connecticut	3	--	--	1	--	--	4
New York	1	--	--	1	--	--	2
New Jersey	2	--	--	--	--	--	2
Pennsylvania	1	--	--	--	--	--	1
North Atlantic	15	--	--	2	--	--	17
Ohio	--	--	--	--	--	--	--
Indiana	--	3	--	--	--	--	3
Illinois	--	3	--	--	--	1	4
Michigan	--	--	--	--	--	--	--
Wisconsin	1	4	--	--	--	--	5
East North Central	1	10	--	--	--	1	12
Minnesota	--	--	2	--	--	--	2
Iowa	--	--	3	--	--	--	3
Missouri	--	--	9	--	--	1	10
North Dakota	--	--	3	--	--	--	3
South Dakota	--	--	5	--	--	--	5
Nebraska	--	--	7	--	--	1	8
Kansas	--	--	10	--	1	2	13
West North Central	--	--	39	--	1	4	44
Delaware	1	--	--	1	--	--	2
Maryland	1	--	--	2	--	--	3
Washington, D. C.	--	--	--	--	--	--	--
Virginia	--	1	--	1	--	--	2
West Virginia	--	2	--	--	--	--	2
North Carolina	1	1	--	5	1	--	8
South Carolina	--	--	--	2	1	--	3
Georgia	--	2	--	3	--	--	5
Florida	--	3	--	10	1	--	14
South Atlantic	3	9	--	24	3	--	39
Kentucky	--	1	--	--	1	--	2
Tennessee	--	--	--	--	--	--	--
Alabama	--	--	1	--	--	--	1
Mississippi	--	--	1	--	1	--	2

Continued--

Table 42.--Major movements of hay and forage, by region of trucker's home office and State destination of load, 1960--Continued

Destination of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Arkansas	--	--	1	--	1	--	2
Louisiana	--	1	--	--	--	--	1
Oklahoma	--	--	4	--	4	1	9
Texas	1	1	--	--	8	1	11
South Central	1	3	7	--	15	2	28
Montana	--	--	1	--	--	1	2
Idaho	--	--	--	--	--	3	3
Wyoming	--	--	--	--	--	1	1
Colorado	--	--	--	--	--	3	3
New Mexico	--	--	--	--	--	1	1
Arizona	--	--	--	--	--	1	1
Utah	--	--	--	--	--	1	1
Nevada	--	--	--	--	--	2	2
Washington	--	--	--	--	--	3	3
Oregon	--	--	--	--	--	7	7
California	--	--	--	--	--	6	6
Western	--	--	1	--	--	29	30
Canada	1	--	--	--	--	--	1
Southern States	--	--	--	--	--	--	--
Eastern States	--	--	--	--	--	1	1
	Total major movements of all truckers						
Total	21	22	47	26	19	37	172

Table 43.--Major movements of milk and cream, by region of trucker's home office and State destination of load, 1960

Destination of load	Region of home office						
	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
Maine	--	--	--	--	--	--	--
New Hampshire	--	--	--	--	--	--	--
Vermont	--	--	--	--	--	--	--
Massachusetts	12	--	--	--	--	--	12
Rhode Island	4	--	--	--	--	--	4
Connecticut	3	--	--	--	--	--	3
New York	4	1	--	--	--	--	5
New Jersey	6	--	--	2	--	--	8
Pennsylvania	6	1	--	2	--	--	9
North Atlantic	35	2	--	4	--	--	41
Ohio	--	2	--	--	2	--	4
Indiana	--	3	--	--	--	--	3
Illinois	--	8	1	--	--	--	9
Michigan	--	2	--	--	--	--	2
Wisconsin	--	9	--	--	--	--	9
East North Central	--	24	1	--	2	--	27
Minnesota	--	2	5	--	--	--	7
Iowa	--	1	1	--	--	--	2
Missouri	--	3	3	--	--	--	6
North Dakota	--	--	--	--	--	--	--
South Dakota	--	--	1	--	--	--	1
Nebraska	--	--	1	--	--	--	1
Kansas	--	--	--	--	--	--	--
West North Central	--	6	11	--	--	--	17
Delaware	--	--	--	1	--	--	1
Maryland	3	--	--	4	--	--	7
Washington, D. C.	--	--	--	1	--	--	1
Virginia	1	--	--	1	--	--	2
West Virginia	--	2	--	--	--	--	2
North Carolina	--	2	--	1	--	--	3
South Carolina	--	3	--	1	--	--	4
Georgia	--	3	--	1	1	--	5
Florida	--	4	1	7	1	--	13
South Atlantic	4	14	1	17	2	--	38
Kentucky	--	2	--	--	--	--	2
Tennessee	--	--	1	2	3	--	6
Alabama	--	3	1	1	1	--	6
Mississippi	--	2	1	--	--	--	3

Continued--

Table 43. -Major movements of milk and cream, by region of trucker's home office and State destination of load, 1960--Continued

Destination of load	North Atlantic	East North Central	West North Central	South Atlantic	South Central	Western	Total
	Region of home office						
Arkansas	--	--	--	--	--	--	--
Louisiana	--	--	1	--	--	--	1
Oklahoma	--	1	--	--	--	--	1
Texas	--	1	3	1	2	--	7
South Central	--	9	7	4	6	--	26
Montana	--	--	--	--	--	--	--
Idaho	--	--	--	--	--	1	1
Wyoming	--	--	--	--	--	--	--
Colorado	--	--	1	--	--	--	1
New Mexico	--	--	2	--	--	--	2
Arizona	--	--	--	--	--	--	--
Utah	--	--	--	--	--	--	--
Nevada	--	--	--	--	--	--	--
Washington	--	--	--	--	--	1	1
Oregon	--	--	--	--	--	--	--
California	--	1	--	--	--	--	1
Western	--	1	3	--	--	2	6
Canada	--	--	--	--	--	--	--
Southern States	--	1	--	--	--	--	1
Eastern States	--	--	--	--	--	--	--
	Total major movements of all truckers						
Total	39	57	23	25	10	2	156

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